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AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, MAY 22, 1858.

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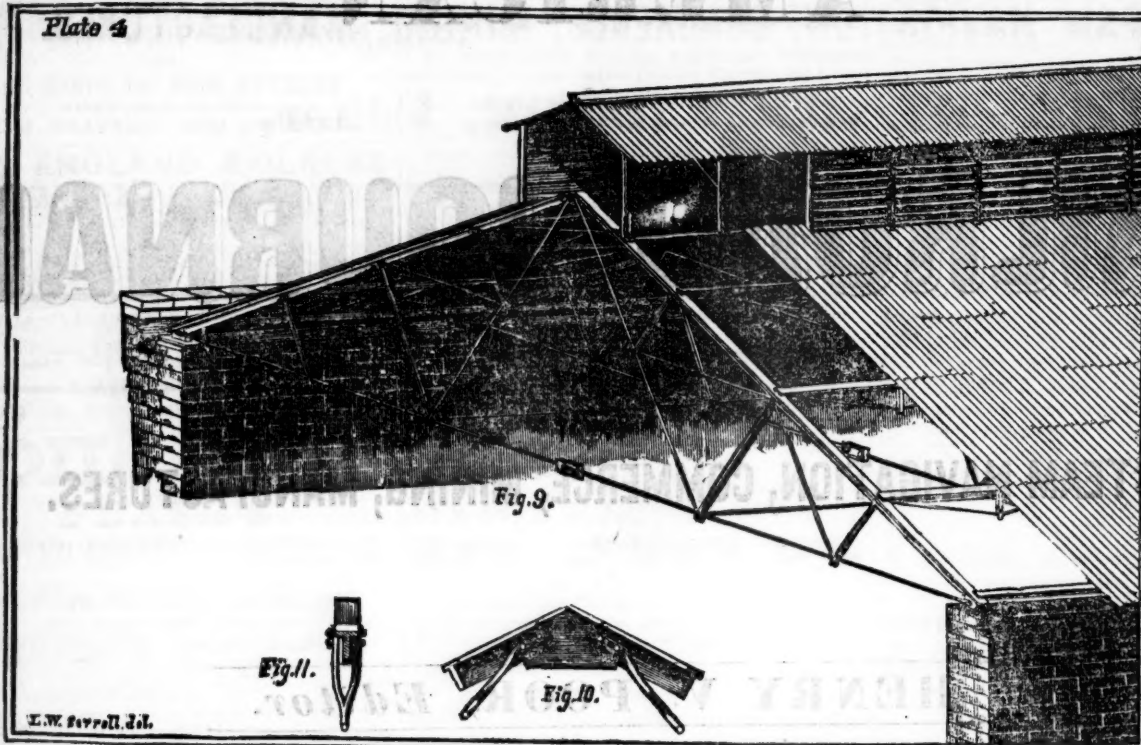
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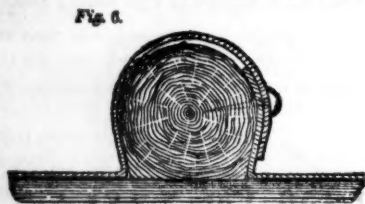


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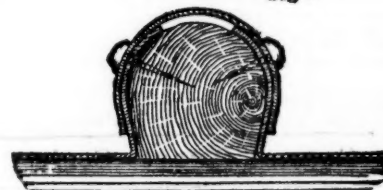
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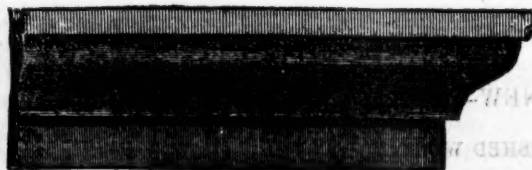
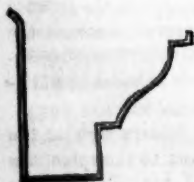


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MARSHALL, LEFFERTS & BROTHER,
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SECOND QUARTO SERIES, VOL. XIV., No. 21.]

SATURDAY, MAY 22, 1858.

[WHOLE No. 1,153, VOL. XXXI.]

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 22, 1858.

New Jersey Central Railroad.

The following is a summary of the annual report of the Directors of the Central Railroad Company of New Jersey to the stockholders for the year ending March 31, 1858:

Service of Road and Ferry.

During the year the service of road has been as follows:

Miles run by passenger trains	133,672
Do. merchandise do.	82,278
Do. coal do.	129,302

Miles run by transportation trains...	345,252
Miles run by wood trains	14,230
Do. construction trains	43,092

Total miles run by trains

402,574
During the same period the ferry boats have made 2,866 trips, of twelve miles each, between New York and Elizabethport, the commencement of the road, making a service of 34,392 miles.

The coal tonnage has been divided between the Lehigh and Lackawanna regions, as follows:

	1858.	1857.	Increase.
Lackawanna region ..	224,090	150,115	73,975
Lehigh do.	86,355	46,975	39,380
	310,445	197,090	113,355

The company own 30 engines, 5 of which have been put on the road during the year. No more are ordered and probably no more will be required during the present year. Of these engines, 13 are in perfect order, 9 in good running order, 2 are in the shop for temporary repairs, 5 require general repairs and one to be rebuilt. Of these engines 22 are narrow gauge and 8 are broad gauge. At the present time 18 are required for daily use.

The equipment of cars is as follows:—19 first class passenger cars, 2 second class passenger cars, 7 baggage and mail cars, 68 house freight cars, 18 covered cattle cars, 10 open cattle cars, 84 platform freight cars, 10 eight wheel coal cars, 6 caboose cars, 42 four wheel gravel cars and 12 dirt cars. All the cars are in good working order and sufficient for the company's business.

The following is a statement of the ordinary receipts and expenses for the year:

RECEIPTS.	
Passengers.....	\$175,133 02
Merchandise	271,775 87
Coal	219,458 17
Mail, etc.....	16,573 27
	\$682,940 30
EXPENSES	325,747 68

Balance net earnings

\$357,192 62

A comparison of the receipts and expenses of the past two fiscal years gives the following results:

	1858.	1857.	Increase.
Receipts..	\$682,940 30	\$614,554 25	\$68,386 05
Expenses.	325,747 68	295,235 27	30,512 41

Net earnings

\$357,192 62 \$319,318 98 \$37,873 64

An apportionment of expenses between the road and ferry gives—

For the road, \$263,007 00, or 68 cents per mile run by passenger and freight trains.
For the ferry, \$62,740 68, or \$1 82 per mile run by boats.

The following is a statement of the financial operations during the year:—

RECEIPTS.	
Income bonds, \$500,000, issued at 75 per cent.....	\$375,000 00
Gross earnings	682,940 30
Sundry accounts	29,079 59
Cash from old account	14,071 84
Total.....	\$1,101,091 73

EXPENDITURES.—Grading	\$38,565 36
Masonry	1,654 64
Railway superstructure	54,717 24
Bridge do.	1,529 45
Land damages, including farms.....	11,002 51
Engineer department.....	3,340 81
Land and work at Elizabethport.....	3,199 95
Engines and cars	50,208 32
Steamer Kill Van Kull	75,000 00
Iron rails, cross-ties, etc., for track ..	33,932 00
Sundry property accounts	12,739 56
Sundry accounts, reduced.....	9,261 50
Bills payable, do.	146,329 97
Ordinary expenses	325,747 68
State tax, $\frac{1}{2}$ per cent.....	22,363 27
Interest account, balance	265,074 02
Rebuilding Bloomsbury bridge.....	12,433 64
Cash and cash items	34,042 71

Total.....

\$1,101,091 73
It will thus be seen that the stockholders received no dividend for the past year; but it must be borne in mind that it has been a year of extraordinary commercial distress, and also that they have received seven per cent. per annum for their money from the organization of the company, in 1847, to the last year.

By the report of April, 1857, the floating debt was shown to be \$374,614 42. On the 1st October this had been increased to \$562,069 89, by the expenditures for construction. The balance necessary to complete the freight boat and the other liabilities already incurred, made the actual unfunded liabilities about \$625,000.

In this emergency it was determined to create \$700,000 of income bonds, secured by mortgage on the boats and personal property, and covering also the road and franchises; and to offer them, by private circular, to the stockholders, *pro rata*, at 75 per cent. of their par value. After \$500,000 had been taken by the stockholders, the balance was withdrawn; as the improved state of the money market rendered further sacrifice unnecessary. The floating debt is now reduced to \$217,827 95, and is perfectly manageable.

During the past year the construction of the second track from Elizabethport to Hampton, the junction with the Warren road, has been entirely completed; as have also the alterations of grades on the eastern end of the road, and the new sidings rendered necessary by the absorption of the old ones into the second track.

With the exception of a very small amount of ballasting, the work of construction is at length brought practically to a close; and the company have 48 miles of double track with three rails in each track, and 15 miles of single track, in perfect order, thoroughly ballasted, and fit to stand comparison with any road in the country. No expenditure worth naming will be required on it for years to come.

Balance Sheet, Central Railroad Company of New Jersey, April 1, 1858.

Grading	\$1,238,063 56
Masonry	419,552 02
Railway superstructure	1,582,138 70
Bridge do. and ballast ..	135,990 61
Land damages	287,797 34
Engineering	95,257 83
Interest	431,939 62
Discount on second mortgage bonds	225,000 00
Miscellaneous expenses	65,710 61
Station houses, etc.	131,800 00
Land at Elizabethport	132,399 05
Ferry interest and boats	255,550 00
Engines	256,200 00
Passenger and baggage cars	48,500 00
Freight cars	124,500 00
Telegraph, docks, etc.	36,547 20
Chairs, spikes, etc.	33,932 00
Workshop materials	21,049 33
Fuel on hand	48,345 00
Stock of Company	11,550 00
Cash and cash items	29,506 17
	\$5,621,329 04
Capital stock	\$2,000,000 00
1st mortg. bonds, due 1860 \$500,000	
Do. do. 1865 500,000	
Do. do. 1870 500,000	
	1,500,000 00
2nd mortg. bonds, due 1875	1,500,000 00
Income bonds	375,000 00
Bills payable	217,827 95
Balances of sundry accounts	28,501 09
	\$5,621,329 04

The following are the officers and directors of the Company:—

JOHN T. JOHNSTON, *President*.
GILBERT M. MILLIGAN, *Secretary and Treas'r*.
JOHN O. STERNS, *Superintendent and Engin'r*.
JOSIAH O. STERNS, *Assistant Sup't*.

DIRECTORS.

John T. Johnston, John C. Green, William E. Dodge, Adam Norrie, New York; Benj. Williamson, John O. Sterns, Elizabeth; Alfred Vail, Morristown; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.

Evansville, Indianapolis and Cleveland Straight Line Railroad.

The annual meeting of the stockholders of this Company, was held at the office of the Company, in Indianapolis, on the 6th inst., when the following gentlemen were unanimously elected directors for the ensuing year:—

Henry D. Allis, John A. Reitz and John J. Chandler, of Evansville; James W. Cockrum, of Gibson County; Alexander Leslie, of Pike County; William Mason, of Greene County; William M. Franklin, of Owen County; Hannibal R. Stevens and Cyrus Whetzell, of Morgan County; David Williams of Indianapolis, and Jeremiah Smith, of Winchester, Indiana.

The new Board elected the following officers for the ensuing year:—

JEREMIAH SMITH, *President*.
HENRY D. ALLIS, *Vice President*.
JAMES GREEN, *Secretary and Treasurer*.

A vote of the stockholders was taken on the question of dissolving the Company, and abandoning the work, before the election of Directors, when 7,470 votes were given against a dissolution of the company, and none for it.

New York and New Haven Railroad.

The annual meeting of the stockholders of the New York and New Haven Railroad for the election of Directors for the ensuing year, took place in Brewster's Hall, New Haven, 13th inst. The Secretary read the Directors' Report to the stockholders for the year ending on the 31st day of March last, in which they say: "During the year recently closed, very little progress has been made toward effecting a final settlement of the long vexing question involved in the late fraudulent over-issue of the Company of stock. The two injunctions restraining the Company from paying dividends, which were referred to in the last annual report, have been dissolved, and the four actions then pending against the Company in the Circuit Court of the United States have been dismissed for want of jurisdiction. Three other actions, however, have been commenced against the Company, upon what are claimed to be spurious certificates of stock, which, with sundry others previously instituted, are still pending in the State Court of Appeals. The further question, which is spurious and which genuine stock, is not yet determined; but with unabated confidence in the general accuracy of the separation of the false from the genuine stocks, heretofore made by the accountants, the Board only regret that they have thus far been unable to bring this question to a judicial test. The bill in equity instituted by the Company against all the holders of spurious certificates in order that the rights and duties of the parties respectively might be settled in one suit, and thereby the delay, expenses and vexatious consequences of a multiplicity of actions avoided, which have been so long pending in the Court of Appeals, and opposed upon mere technical grounds have at last been heard, and will be decided in June next. Should the bill be sustained by the Court, as it is confidently hoped, a speedy settlement of all the questions growing out of this stupendous fraud may be reasonably expected. In the month of July the new depot, corner of Fourth avenue and Twenty-seventh street, with the baggage house, trucks, etc., was completed at an expense of \$53,000. The old depot buildings in Canal street, near Broadway, had been disposed of without any loss resulting to the Company, and the building at the corner of Canal and Centre streets had been altered in such a manner that a revenue of \$9,000 per annum would be derived from it in the shape of rent. An additional track between New Rochelle and the junction of the Harlem road above William's Bridge, had been put down at an expense of \$123,000. In July last, a new contract for carrying the mail had been made with the Post Office Department upon more advantageous terms for the Company. Up to the 1st of October last, the receipts of the road were about the same as during the corresponding period of the previous year; but during the Fall and Winter, travel fell off, and with it the receipts to the extent of about \$20,000 per month. On the other hand, four passenger trains were withdrawn, and the expenditures for employees reduced to an

amount which fully counterbalanced the loss of business."

The earnings and expenditures of the Company for the year were as follows:

EARNINGS.	
From passengers	\$663,149 00
" freight	138,084 81
" mails expresses, etc.	53,761 19
	\$854,995 00

EXPENDITURES.	
General transportation expenses	\$208,577 00
Repairs of road, equipments, etc.	391,848 83
	600,425 92

Leaving for net earnings \$254,568 88

Condensed Balance Sheet.

Road, including franchise	\$4,593,697 72
Equipments, locomotives, tenders, cars, etc.	661,546 54
Real estate in New York and New Haven	87,242 90
Materials, lumber, iron, etc.	176,991 80
Cash on hand	7,091 98
Mortgage bonds unsold	55,500 00

Total \$5,582,070 94

Capital stock	\$3,000,000 00
Bonds due in 1860	311,000 00
Do. 1861	14,000 00
Do. 1866	965,000 00
Do. 1875	929,100 00

Profit and loss, being surplus earnings after paying all demands upon them

Coupons, unpaid dividends, unclaimed and other recognizable liabilities	283,349 28
	79,721 66

Total \$5,882,070 94

The resources of the year have been disposed of as follows:

RECEIPTS.	
Cash on hand April 1, 1857	\$135,483 59
Bonds	4,000 00
Coupons, unclaimed dividends, etc. ..	50,432 90
Net earnings for the year	254,568 88

Total receipts \$444,485 87

EXPENDITURES.	
Naugatuck Railroad [old claim]	\$4,068 37
Boston Express [old claim]	2,001 22
Norwalk damages	394 69
Dividends	90,000 00
Canal Railroad [loss of operating]	23,000 00
Interest on bonds	146,192 85
Increase of stock and materials	19,433 08
New depot and second track	132,998 18
New equipments, engines, etc.	19,310 00
Cash on hand April 1, 1858	7,091 98

Total expenditures \$444,485 37

The Report was accepted and ordered to be printed.

The meeting then went into an election of Directors for the ensuing year, which resulted in the choice of the following named gentlemen: Justus R. Bulkley, Charles A. Ingersoll, Nathaniel A. Bacon, George B. Carhart, Abraham R. Van Nest, John W. Leeds, George N. Miller, John Bradley, Jonathan Godfrey, being the same as last year with the exception of Messrs. Ingersoll and Godfrey, who succeed Dennis Kimberley and Wm. L. Lyon, the latter declining re-election.

The new Board of Directors were requested to cause the next annual report to be prepared and printed, and if not sent to the stockholders, to have them ready for distribution at the next an-

annual meeting, so that each stockholder may be enabled to speak and vote understandingly.

Mr. Henry White was re-appointed auditor for the ensuing year, after which the meeting adjourned until the second Thursday of May, 1859.

Georgia Railroad.

To the Stockholders of the Georgia Railroad and Banking Company.

The accompanying report of the Superintendent, shows the gross earnings of the road for the past year, and the statement of the Cashier will exhibit the annual cash receipts of the Company from all sources for the same period.

From these documents it will appear that the earnings of the Company have been—

From the road	\$1,036,572 33
Charged with ordinary operating expenses	514,786 86
	\$521,785 47
Charged also with new track, buildings, etc.	195,614 20
Net from road, deducting all expenditures	\$326,171 27
From Bank, interest, discounts, dividends on stocks, premiums, rents, etc.	\$96,085 48
Charged with salaries, taxes, interest paid, etc.	62,113 01
	33,972 47
Net income from all sources	\$360,143 74
From these profits two dividends have been declared of \$3 per share each.	249,360 00
Leaving applicable to reserved fund ..	\$120,793 74
Add reserved fund, March 31, 1858 ..	514,306 57
Reserved fund on March 31, 1858 ...	\$635,090 31

It will be perceived that the expenditures of the past year have been large, as they must continue to be, until the remainder of the road is re-laid with new rail. As the resources of the Company have been affected by the financial difficulties of the country, this work has not progressed as fast as was contemplated, and about twenty-five miles yet remain to be done. It is not a work that is pressing, however, and may progress as the finances of the Company will allow, after the payment of reasonable dividends.

Although the expenditures have been large, it will be perceived that the available surplus fund is not obscured by any other charges to construction, property, or any other account whatever. Every expenditure has been charged to profit and loss, and the surplus is a tangible cash resource at the disposition of the Company, and amounts to nearly 8½ per cent. on the capital stock. In view, however, of the expediency of strengthening the Bank capital, and making provision for the Funded Debt, the Board have not deemed it advisable to divide to the stockholders the entire surplus earnings, and pursuing this policy, declared a dividend of 3 per cent. from the surplus, standing to the credit of the Company on the 31st March last. It may here be observed that the Company owes no Funded Debt incurred on account of its own enterprise. The entire Funded Debt is a balance of that incurred for assistance to other roads whose stock and bonds are still held by the Company, amounting to nearly \$900,000, as will appear by the balance sheet appended to the Report. Of the stock, \$369,500 remain unproductive. The road has been led to expect some profit from both the Augusta & Waynesboro and Nashville & Chattanooga roads during the present year. But from recent advices they think this resource doubtful. This large amount of dead capital, of course, bears heavily upon our income. With this incumbrance, however, the interest account still shows a favorable balance.

It will be seen from the Report of the Superintendent, that there has been a decrease of gross

income compared with the receipts of the previous year, of \$73,109 42. Of this \$11,660 10 is a decrease in passengers, and \$61,449 23 in freights. Even a much larger loss on passengers and the transportation of merchandise might have been expected from the general causes which have affected other roads, but the causes of deficiency in the receipts of cotton are not so obvious. But for this deficiency, the amount of freight receipts for the previous year would have been nearly or quite maintained. As the receipts of cotton since the 31st of March have been greatly in excess of the receipts for the same time last year, it is very evident that much of this deficiency is owing to a late season and comparative delay in bringing the crop to market. Whatever the cause of this deficiency, it seems to have extended to contiguous roads, for the Carolina and Central roads seem to have suffered even more than our own.

In previous Reports reference has been made to the progress of other roads, which when completed would probably affect injuriously the business of ours. The completion of the line of road from Knoxville to Lynchburg will evidently take from us a considerable travel from points beyond Atlanta, and especially from Nashville and Memphis. The traffic with East Tennessee will also be somewhat affected by the completion of this line, but it is hoped to no very serious extent.—Should the gross income be reduced by this and other lines in progress, the Company is fortunately in better condition to bear the loss than at any previous period. The expenses may be greatly reduced, and with reduced gross receipts the net income of former years, perhaps, fully maintained. The road is in a very thorough state of repair. The equipment is full and complete, and in excellent condition. The heavy extraordinary expenditures of the last five years are coming to a close, and the Company owes nothing in any form which it has not convertible means to pay—leaving a handsome surplus, independent of the road and its appurtenances. In such position it is not seriously apprehended by the Board that any probable reduction of gross receipts will hereafter interfere with satisfactory dividends, from the net profits of the Company.

Whatever may be the future business prospects of the Company it is very satisfactory to know, that no period in the history of the Company have the road and equipments been so perfect, or in such a high state of repair. Not an accident worthy of note has happened during the year, either to freight or passenger trains, and so far as known to the Board, the officers and employees connected with the transportation and road departments, have generally performed their duties with commendable zeal and fidelity.

Jno. P. King, Pres't.

The stockholders of this Company have re-elected their old Board of Directors, to serve for the ensuing year as follows:

JOHN P. KING, Pres't.

John Bones, Samuel Barnett, W. M. D'Antignac, John Cunningham, Asbury Hull, Geo. T. Jackson, Richard Peters, Ferdinand Phinzy, George W. Evans, William D. Conyers, James W. Davies, T. N. Hamilton, Elijah E. Jones, Antoine Poullain, Benj. H. Warren, M. P. Stovall.

The Pittsburg Default.

We are glad to learn that measures are to be taken to compel the city of Pittsburg to pay the interest on its dishonored bonds. We understand that a suit has been brought in the United States Court for the Western District of Pennsylvania for a *mandamus* commanding the defaulting city to meet its obligations. There can be no doubt as to the result. The recent decision in the Maysville case ought to satisfy Pittsburg that the best course is to levy the tax at once. The flagrant injustice and wrong, in neglecting heretofore to provide for this claim, has already damaged the reputation

of that city to a degree which it will require years to overcome.

Finances of St. Louis.

The Mayor of St. Louis has just laid before the City Council a statement of the estimated revenues and expenses of that city for the present fiscal year, as follows:—

Estimate of General Revenues for year 1858, from all sources on basis of last year's revenue.

Merchants' tax	\$50,000
Pedlars, dram shops, beer houses, ferry, exhibitions, insurance, brokers, ten pin alleys, etc.	40,275
City weighers	1,050
Vehicles	15,000
General taxes, redemption	20,000
Water licenses	85,060
Dogs and dunnage	800
Fines and fees, collections by city marshal	16,000
Fines by superintendent of work house ..	3,500
Sale of rock at work house	930
Market stalls and stands	20,000
Hay and coal scales, three in number	2,500
Ground rents and common rents	3,800
Taxes on real and personal property	600,000
Quarantine collections	1,080

Giving a total of

Which will be an increase over last year of about

Estimate of Expenses for 1858.

Police department	\$126,000
Work house	25,000
House of Refuge, current expense ..	\$17,000
Do. to complete house	8,000
	25,000

Hospital, current expenses, and small-pox hospital, city cemetery current expenses, and new small-pox hospital to be built

Board of Health

Cleaning streets

Engineer's department, including employees and pay of street inspectors

Salaries

City Council and clerks

Lighting city with gas

Streets and alleys and repairs, grading, etc.

Water works current

Printing and stationery

Fire alarm telegraph, including balance unpaid and current expense

Fire department, for additions and equipment of three more engines, including \$18,150 due and unpaid for this department

Contingent

Sinking fund

Inspection of building

Public buildings, repairs

Interest [special \$42,000]

Jury fund

Total

The above list of estimated expenditures does not embrace the following amounts due and unpaid:

Balance on Brooke's judgment for Biddle street sewer

Amount due on sundry other judgments ..

Engineers' estimate of amount required to finish the work under contract chargeable to general revenue, about ..

Floating debt, chargeable to general revenue, about

Add to the above items bonds to be issued for new water pipe, about

For purchase of new city cemetery

Total

He adds

From this exhibit, which has been prepared

with much care, predicated upon the existing rate of expenditure, it will be apparent to all that retrenchment of every possible kind is not only necessary but indispensable. Hence it becomes your imperative duty not only to curtail the current expenditures, but to arrest, as far as it is in your power, all improvements contemplated by existing ordinances not immediately demanded by the urgent wants of the people. As a beginning of this system, I have no hesitation in recommending a reduction of one-half of the Mayor's salary, and a corresponding reduction of your own compensation.

Our taxes are already the subject of great complaint, and should not be increased. Our predecessors for years past have gone too far and too fast in the improvement of our city—though not too far nor too fast, provided the means of payment existed. In a city growing as rapidly as ours, it should cause no surprise that under the influence of the expansive state of things that have existed, we should now find ourselves at a point where contraction becomes inevitable. In this position we are not unlike most of our large commercial cities, and it will be wise in us now to appreciate our situation, and devise the ways and means necessary to restore our finances to a healthy condition. We may be justified in the issue of bonds to a certain extent for expenditures of a permanent character, but in no case for administrative or current expenses. The fact that the corporation owns real property to the amount of over \$15,000,000, and that the sinking fund is an active agent in reducing our bonded indebtedness, together with the adoption of the principle now recommended of limiting our current expenditures to our current receipts, should, and no doubt will, at once enhance the value of our bonds, and render them still more desirable as an investment.

Journal of Railroad Law.

SPECIAL CONTRACTS—HOW CONSTRUED.—PAYMENTS IN STOCK.

Childs vs. the Somerset and Kennebec R. R. Co.

This was an action of *assumpsit*, tried in the Circuit Court of the United States, Massachusetts, in which the plaintiff declared specially on two contracts in writing, whereby he agreed to build the bridges and depots on the line of the defendants' railroad, and also in a general count for work, labor and materials. The contract provided, that he was to be paid for the bridges the sum of one hundred and three thousand dollars, twenty-five thousand dollars whereof was to be paid in shares of the capital stock of the corporation, and the residue in money. The payments were to be made monthly, upon certificates of the engineer of the proportion of the contract price earned during the preceding month, eighty per cent. of such certified amounts being paid within ten days after the presentation of each certificate, and the remaining twenty per cent. on the completion of the entire work.

The depots were to be paid for wholly in money, at an agreed price for the whole work, upon similar monthly estimates.

In the progress of the work it was ascertained, that it was necessary to rebuild one of the spans of one of the bridges, and to elevate it, to permit the public to use the river, and their contract was made touching such new work, for which the plaintiff was to be paid a fixed sum, seventy-five per cent. in money, and the residue in stock. The plaintiff alleged and offered evidence tending to prove, that he had performed all these contracts, and had done a large amount of extra work upon and furnished many materials for the bridges and depots, not provided for by either of the contracts,

and for which he was entitled to recover upon the general count for work, labor and materials. The jury were instructed that he had a right to recover as upon a *quantum meruit* for any work and material done and provided which were not embraced within either of the contracts; and the question occurring whether he was to be paid therefor wholly in money, or partly in money and partly in stock, it was agreed that the jury might find the amount, if any, which the plaintiff might be entitled to recover, and the value of the stock at the time it was demanded, and the court should afterwards decide whether the extra work and materials were to be paid wholly in money, and amend the verdict accordingly. The jury having so found, the plaintiff moved to amend the verdict, and also for a new trial, because the jury had fixed the value of the stock at only twenty-five per cent. of the par value, which, it was insisted, was contrary to the evidence.

CURTIS, J.—The rule followed by this court in respect to setting aside verdicts as being against the evidence, is entirely settled. It requires the court to see that the jury, in coming to their result, were not influenced by passion or prejudice, or unwittingly fell into a plain mistake.

They were instructed that the burden of proof was on the plaintiff to satisfy them what the market value of this stock was at the time he demanded it; and that they ought not to fix its price at any greater sum than it appeared upon the evidence, to their reasonable satisfaction, it could have been purchased for at the time of the demand, which, according to the evidence, was in the autumn of 1855.

I do not understand that this instruction is complained of as incorrect in point of law.

The only evidence respecting the market value of the stock was, that in his contract of June 3rd, 1853, the plaintiff agreed to take in part payment for his work two hundred and fifty shares of the stock at its par value; and that he made a similar agreement in 1854, when he rebuilt and elevated the single span of the bridge at Augusta. The plaintiff, who was a witness, states that he had pledged some of the stock at the rate of eighty-five dollars per share, and afterwards some at fifty dollars a share; that he sold some at sixty-five dollars a share, and exchanged some for other property at a price not fixed.

The dates of neither of these transactions were stated, but it appeared they were some considerable time before the demand. It is argued that the agreements between the plaintiff and defendants that he would take a large amount of this stock in part payment for his work, at its par value, is evidence that such was its market value, and it is no doubt true, that it has a tendency to prove that it was so at the dates when these agreements were made. But, considering the highly speculative character of railroad enterprises, which is so notorious that I should hesitate to say that either the Court or the jury must be presumed to be ignorant of it, I should feel some difficulty in declaring that, in the absence of all other evidence, it was a presumption of law, that the shares continued to bear their par value after the lapse of about two years, and the completion of the road. But this question is not of practical importance now, because the evidence clearly showed that in this instance the shares did not maintain their par

value. The only sale put in evidence was at sixty-five dollars in the hundred; and whether the entire cost of the road was then ascertained, did not appear. The estimated cost of the road was six hundred thousand dollars. The actual cost, exclusive of the plaintiff's claim for extra work, was seven hundred and fifty thousand dollars. It was originally intended to encumber the road with a debt of three hundred thousand dollars and to raise from stockholders the remaining three hundred thousand dollars in money and work. In point of fact only about two hundred thousand dollars was paid in by the stockholders. I think it must be admitted that on this state of the evidence a very difficult task was imposed on the jury, when they were required to assess the value of this stock on a given day in the autumn of 1855. It would not have been surprising if they had said we have no satisfactory evidence, by which we can fix the value at any particular sum—the plaintiff, on whom the burthen of proof is, has not shown us, with reasonable certainty, anything concerning it, and we cannot, therefore, allow more than a nominal value. If they had so found, it would have been difficult, to say the least, to disturb their verdict. Having, probably, that general knowledge and skill respecting the intrinsic as well as the saleable value of similar property, which a jury may be expected in some degree to possess, and the local knowledge of the country where the road is, which they also probably possessed, and applying them to the evidence in the case, they fixed the value at twenty-five per cent. of the par value.

I cannot say, upon the evidence, that they fell into a plain mistake in not fixing it at a greater sum; and the motion for a new trial must, therefore, be overruled.

As to the motion to add to the amount of the verdict, I think it should be allowed, and the verdict amended accordingly. At the trial a doubt occurred to me, whether the rule laid down in *Pepper vs. Burland*, Peak's N. P. C. 139, and since followed in England and this country, that when a building contract has been departed from, and not abandoned, the contract is still to govern the price of the work done under it, so far as it can be traced and applied, might not entitle the defendants to pay for the extra work by stock, in the same proportion in which they were to pay for work under the contract in stock. In other words whether the contract which the law implies, to pay for extra work, would not be a contract to pay for it in the same ways and by the same modes of payment as the other work was expressly agreed to be paid for. But after hearing counsel, and upon further reflection, I am satisfied the doubt was not well founded. The promise implied by the law, in such a case, is a promise to pay in money, what the extra work is reasonably worth; and is in no respect qualified, or governed by the existence of a special contract for doing other work, however intimately the two kinds or amounts of work may, in fact, be connected together. The law cannot safely, or consistently with sound principles, imply any contract containing special stipulations as to the times and modes of payment. This case supplies an illustration of the difficulty of doing so.

The amount of capital stock of the corporation was limited, and the value of each share depends

upon the observance of such limitation. Both parties were willing to contract to give and receive a specific amount, for specific work. But it would be an unwarrantable assumption to imply from this a willingness to give or to receive an additional amount for additional work.

The special contract has not been applied, in any case, so far as I know, to any work not done under it; and in *Robson vs. Godfrey*, 1 Stark., N. P. C. 275, S. C. 1 Holt, N. P. C. 236, Gibbs, C. J., refused to apply the terms of credit and mode of payment by a bill of exchange, to additional work not done under the special contract which provided for such credit and mode of payment.

The verdict must, therefore, be amended by the addition of such sum as equals seventy-five per cent. of the amount of stock found by the jury as due for the extra work.

Sales of Railroads.

The *Buffalo Express* notices a rumor that the Canandaigua and Niagara Falls Railroad, which is advertised to be sold soon, is to be purchased by the Central Railroad Company. The subject is supposed to have been taken into consideration at the recent meeting of the Board of Directors at Albany. The Canandaigua and Elmira Railroad is to be sold at public auction, in Canandaigua, on the 24th of June, by Philo T. Ruggles, referee.

Bribery and Corruption in Wisconsin.

(From the *Madison, Wis., Journal*, May 13.)

The report of the Joint Committee to investigate the charges of bribery and corruption, in the passage of the land grant bills of 1856, so long expected, was submitted in the Senate and Assembly this morning. It occupied about an hour and a half in reading. The report and accompanying testimony make a volume of more than four hundred pages. At present, we are obliged to content ourselves with giving a few items.

The members of the Senate of 1856, to whom bonds or stock was assigned by the La Crosse and Milwaukee Railroad Company, were as follows:

S. W. Barnes.....	Bond.....	\$10,000
C. Clement.....	do.....	10,000
George E. Dexter.....	do.....	10,000
Ed. Gernon.....	Stock.....	10,000
W. J. Gibson.....	do.....	10,000
B. G. Gill.....	Bonds.....	10,000
Jackson Hadley.....	do.....	20,000
E. B. Kelsey.....	do.....	20,000
J. C. Mills.....	do.....	10,000
E. O'Neil.....	do.....	10,000
S. L. Rose.....	do.....	20,000
B. S. Well, (\$5,000 for son).....	Stock.....	25,000
C. L. Sholes.....	Bonds.....	10,000

Total.....\$175,000

Of these, it appears that Sholes did not accept the amount.

The following members of the Assembly of 1856, voted for the land grant bill and received each \$5,000 in bonds or stocks, with the exception of Robt. Aiken, A. A. Bird, Wm. Chappell, E. Cram, A. W. Farr, Geo. W. Parker, Geo. P. Thompson, and Wm. Hull, who each received \$10,000, and Thomas Falvey, who received \$20,000.

R. Aiken, J. Anunson, B. F. Barney, Charles Beger, A. A. Bird, Louis Bostedo, A. Briggs, J. T. Brown, H. Butterfield, D. D. Cameron, W. D. Chapin, William Chappell, P. G. Cheeves, W. Chipman, W. M. Colladay, L. Connor, E. Cram, J. Crammond, H. Crawford, H. C. Drake, Thomas Falvey, A. W. Farr, D. Fletcher, M. Flood, A. D. Gray, A. Greulich, G. Hahn, Wm. A. Hawkins, Charles S. Hawley, G. H. Hays, O. C. Howe, A. A. Huntington, John James, H. Johnson, P. Johnson, E. Knowlton, J. Landerdale, P. Lavis, A. McCormick, J. Mitchell, D. L. Morrison, M. Murphy, J. Noon, J. T. Palmer, Geo. W. Parker, J. Sell, B. F. Seymour, R. Smith, H. S. Thomas, George P. Thomp-

son, John Tobin, Wm. Vogenitz, J. Wagner, Chas. H. Walker, J. Weaver, Wm. Wiperman, J. Wood, W. W. Woodman, Wm. Hull.

The only members who voted for the bill and received no bonds or stock, were Charles Burchard, M. M. Davis, J. F. Potter and Joshua Stark.

Those of the Senate who voted the same way on the bill, and to whom no bonds or stocks were assigned, were J. Q. Adams, J. Fitzgerald, P. H. Smith and D. Worthington; Charles Dunn was the only senator who did not vote on the bill, and to him no bonds or stocks were assigned. L. P. Harvey did not vote on the passage of the bill, but on leave recorded his vote in favor of it the next day.

Fitzgerald and Smith, however, it is proper to add, seem to have made up for their not receiving anything from the La Crosse Company by their operations in the Northeastern Land Grant Company.

No members voting against the passage of the bill participated in the spoils. They were thirteen in number, as follows: J. Allen Barber, Amasa Cobb, H. H. Giles, Edward Pier, James Sutherland and David Taylor of the Senate; and Levi Alden, Isaac Brown, C. R. Head, J. H. Knowlton, H. J. Murray, T. Newell and Allen Taylor, of the Assembly.

Those of the Assembly who did not vote on the bill, and to whom no stocks or bonds were assigned, were R. C. Brazelton, H. Catlin, John Childs, John Day, J. G. Ebinger, J. M. Evans, H. H. Gray, J. T. Mills, D. K. Noyes, D. Reed, S. Thomas, and S. B. Townsend.

The following persons who were State officers in 1856, also received bonds, as follows:

W. M. Dennis, Bank Comptroller, No. of bonds, 10.....	\$10,000
Arthur McArthur, Lieut. Governor, No. of bonds, 10.....	10,000
B. F. Hopkins, Private Sec'y of Governor, No. of bonds, 5.....	5,000
A. D. Smith, No. of bonds, 10.....	10,000

The following persons who were officers of the Senate or Assembly in 1856, also received bonds, as follows:

	No. of Bonds.	Am't at par.
Jas. Armstrong, Chief Clerk Assembly.....	5	\$5,000
W. Pitt Dewey, Asst. Clerk Assembly.....	10	10,000
Egbert Moseley.....	1	2,500

Total.....\$16,000

The following persons who were not members of the legislature, State officers, or officers of either the Senate or Assembly, in 1856, also received bonds, as follows:

	No. of bonds.	Amount.
Alexander Mitchell.....	10	\$10,000
Levi Hubbell.....	10	10,000
Eliphalet Cramer.....	10	10,000
Rufus King.....	10	10,000
J. R. Sharpstein, (Ed. Mil. News).....	1	1,000
Wm. B. Hibbard.....	15	15,000
Edwin H. Goodrich.....	25	25,000
Moses Kneeland.....	25	25,000
Charles K. Jenkins.....	25	25,000
Byron Kilbourn.....	25	25,000
Moses M. Strong.....	25	25,000
James Ludington.....	10	10,000
H. L. Palmer.....	1	1,000
Isaac Woodlee.....	10	10,000
Samuel Hale.....	10	10,000
N. R. Norton.....	2	2,000
Horace T. Saunders.....	5	5,000
C. C. Sholes.....	5	5,000
Z. G. Simmons.....	5	5,000
D. Thayer.....	1	1,000
J. D. Reymart.....	1	1,000
Daniel Wells.....	10	10,000
E. L. Dimock.....	5	5,000

Total amount, at par.....\$246,000

In addition to this, Pump Carpenter received \$5,000 from the company, and M. Shoefler of the *Milwaukee Banner*, \$10,000.

The remaining portion of the report shows that

\$50,000 in bonds was paid to Gov. Bashford, and then enters upon an exposition of the rascality, improvidence and fraud which has marked the course of the managers of the company. This part is as astounding as any other portion of the report.

The First Locomotives in the United States.

The *Journal of the Franklin Institute* for May, gives [the following information in regard to the somewhat vexed question where and when was the first locomotive used in the United States:

The first locomotives in the United States were brought over from England by Horatio Allen, of New York, in the fall of 1829 or the spring of 1830; and one of them was set up on the Delaware and Hudson Railroad, at Carbondale, Pennsylvania, but being found too heavy for the track, its use was abandoned. The first locomotive constructed in this country, was built by the West Point Foundry, at New York, in 1830, for the South Carolina Railroad, and named the *Phoenix*—a second engine was built the same year, by the same establishment, and for the same road, and named the *West Point*. In the spring of 1831 a third engine was built by the same establishment, for the Mohawk and Hudson Railroad, from Albany to Schenectady, and called the *De Witt Clinton*; this was the first locomotive run in the State of New York. This engine was put on the road by David Matthew, who now resides in this city, and has been connected with railroads since that time. The first Stephenson locomotive ever imported into this country was the *Robert Fulton*. This engine was brought out in the summer of 1831, for the Mohawk and Hudson Railroad, subsequently rebuilt and named the *John Bull*.

The above corresponds with the result of our own inquiries on this subject, and we have no doubt is a correct statement. The *Journal*, however, does not tell the whole story in regard to the first locomotive built in the United States. That was given to the *AMERICAN RAILROAD JOURNAL* for November 17, 1855, which we reproduce herewith:

The first locomotive, we believe, built in this country, was the engine "Best Friend," built for the South Carolina Railroad Company, in 1830, by Mr. Miller, of New York, then proprietor of the West Point Foundry, where she was constructed. This gentleman went out to England, in 1829, in order to witness the experiments for the £500 premium, on the Liverpool and Manchester road. In March, 1830, a contract was made with the above company for a locomotive which should run ten miles an hour and carry three times her weight. The engine was completed during the summer, taken out to her destination, and tried in December, proving her efficiency to be double that contracted for. On the trial trip she made from sixteen to twenty-one miles an hour, with forty to fifty passengers; and without the cars, 30 to 35 miles an hour.

The engine continued to carry passengers on the road, while it was in process of construction. On one occasion she made a trip of seventy-two miles and back, in the same day, while carrying over one hundred passengers! Her weight was about four tons.

Her story, however, is soon told. "The good die young." In June, 1831, while standing at a station, the engineer stepped for a few minutes from off her, leaving on her a negro who acted as fireman. The latter, it seems, did not altogether relish the music of the steam, then blowing off pretty freely through the safety valve; and accordingly deposited his whole weight on the lever to keep down the noise. His "little learning" proved to be "a dangerous thing;" for in a few seconds the engine burst, and carried Sambo no whar!

Some time afterward she was rebuilt and named the "Phoenix," under which deserved appellation she toiled on the road for many a year; and our impression is that she still occupies a crib in the stables of the above corporation.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	5,976,900	576,483	107,687	6	71	Brunswick and Florida, Ga.	30	151,887	463,648	538,649	In progr.				
Androscog. & Kennebec	65	912,162	1,540,849	2,453,011	296,988	107,687	none	none	South. Western	92	1,399,100	441,292	1,716,731	365,214	199,897	8		
Kennebec & Portland	72	1,107,523	1,763,738	2,871,261	213,255	120,909	6	93	Tennessee and Alabama	30	309,754	626,889	679,906	53,775	29,405			
Port. Saco & Portland	51	1,396,400	1,369,373	2,765,773	253,717	120,909	6	10	Tennessee and Mississ.	59	70,358	468,384	1,183,652	113,802	87,210			
Boston, Concord & Montreal	96	1,809,032	1,104,586	2,913,618	324,707	174,025	15	15	Memphis and Charleston	247	2,228,177	3,498,289	5,672,470	642,022	334,604			
Cheshire	55	2,085,925	899,813	3,175,738	355,629	113,077	6	45	Mobile and Ohio	224	6,784,849	2,066,459	10,701,428	654,882	278,428			
Concord	55	1,500,000	8,242	1,508,242	117,588	126,664	4	43	Miss. Central	188	642,534	none	628,303	In progr.				
Northern, N. H.	82	3,068,400	846,605	3,915,005	418,032	189,430	4	2	N. O. Opelousas & G. W.	80	2,800,000	750,000	3,577,525	284,178	127,450			
Con't & Passumps. Riv.	90	1,000,000	800,000	1,784,146	177,588	73,201	none	2	N. O. Jackson & T.	130	4,036,000	1,516,610	5,552,610	189,003				
Rutland & Burlington	117	2,233,376	4,155,569	6,388,945	384,125	160,570	none	1	Vicksburg, Shreveport & Tex.	20	851,293	4,447	831,521	In progr.				
Vt. Central & Vt. & Canada	122	6,350,000	5,283,299	11,633,299	803,328	371,382	7	76	East Tennessee and Ga.	111	1,192,974	1,738,089	2,931,063	227,363	104,992			
Boston and Lowell	25	1,830,000	438,920	2,268,920	435,865	171,382	6	94	East Tennessee and Vt.	43	626,075	1,728,064	3,208,135	61,314	39,062			
Boston and Maine	74	4,076,974	50,000	4,226,974	849,660	357,477	6	1	Nash. and Chattanooga	169	2,263,905	1,632,790	3,896,703	647,532	219,267			
Boston and N. Y. Central	74	2,240,300	1,673,559	3,913,859	534,176	245,194	82	82	Covington & Lexington	98	1,884,850	3,065,917	4,950,767	426,408	220,906			
Boston and Providence	43	3,160,000	239,730	3,399,730	534,176	245,194	82	82	Lexington and Frankfort	29	430,055	156,899	686,255	95,807	45,713	6		
Boston and Worcester	44	4,500,000	599,974	5,099,974	1,019,149	388,513	6	94	Lexington and Danville	13	694,444	71,000	765,500	In progr.				
Cape Cod	47	681,690	291,007	1,032,697	122,960	39,809	49	49	Louisville and Frankfort	65	868,236	669,061	1,537,297	243,035	110,440	6		
Connecticut River	60	1,691,110	275,772	1,966,882	267,710	121,943	3	42	Atlantic & Gt. Western	254	868,939	77,294	946,233	In progr.				
Eastern, Mass.	60	2,533,400	2,674,136	5,207,536	1,717,809	321,943	49	49	Bellevue and Ind.	118	1,811,631	1,247,500	3,059,131	396,950	171,257	none		
Fitchburg	67	8,640,000	100,000	8,740,000	868,974	250,333	38	38	Allegheny and Cin.	141	4,746,226	390,400	5,136,626	1,49,741	51,740	9	91	
N. Bedford and Taunton	21	600,000	none	600,000	168,925	27,827	6	94	Cleveland and Toledo	200	2,675,422	3,739,207	6,414,629	736,272	396,986	10	44	
Old Colony and Fall River	77	3,015,100	260,100	3,275,200	683,557	305,140	6	8	Cleveland and Mahoning	65	628,633	628,633	1,257,266	309,518	144			
Vermont and Mass.	69	2,232,541	1,019,148	3,251,689	240,135	102,267	none	6	Cleveland and Pittsburg	133	2,780,744	3,043,992	5,824,736	581,877	309,518	14		
Western, Mass.	156	5,150,000	6,839,080	11,989,080	2,117,982	889,763	7	100	Glen. P. & Ashabula	95	3,000,000	1,495,548	4,495,548	1,251,538	581,454	15		
Worcester and Nashua	46	1,141,000	205,565	1,346,565	216,882	82,720	4	44	Cin. Hamlet & Dayton	60	2,155,800	1,526,092	3,681,892	487,421	260,763	35		
Providence and Worcester	43	1,510,020	300,000	1,810,020	344,773	155,044	10	117	Cin. Wilm. & Zanesville	131	1,761,749	2,527,432	4,289,181	221,792				
Hartford and N. Haven	72	2,359,000	944,000	3,303,000	719,065	327,807	10	117	Columbus and Xenia	55	1,490,450	149,000	1,639,450	403,212	181,688	10		
Hartford, Prov. and Fishkill	122	1,941,340	2,375,274	4,316,614	387,995	166,162	none	none	Dayton, Xen. & Belpre	63	437,838	422,658	860,496	In progr.				
Housatonic	74	2,000,000	423,836	2,423,836	318,475	109,344	none	none	Dayton and Michigan	140	1,076,602	393,011	1,469,613	125,940	63,253			
Naugatuck	67	1,081,800	624,244	1,706,044	237,416	114,237	3	42	Dayton and Western	35	310,000	700,481	1,010,481	125,940	63,253			
N. York and N. Haven	62	2,980,800	2,163,537	5,144,337	1,007,666	440,538	3	42	Eaton and Hamilton	42	454,690	904,489	1,358,135	171,929	65,000			
N. Haven and N. London	50	738,258	761,462	1,500,000	88,007	30,318	none	none	Little Miami	65	2,981,282	1,266,000	4,247,282	806,424	368,376	75		
N. London, W. & Palmer	68	610,500	1,052,000	1,662,500	120,571	51,844	none	none	Mad River and L. Erie	205	2,697,090	3,368,000	6,065,090					
Norwich and Worcester	66	1,223,300	903,619	2,126,919	323,715	98,921	none	none	Central Ohio	138	1,826,865	5,191,877	6,421,808	712,213	124,371	none		
Albany Northern	32	439,005	1,025,098	1,464,098	117,718	9,904	none	none	Pittsb. Ft. Wayne & Chicago	383	6,994,144	7,344,827	11,718,511	1,111,626	662,117	9	21	
Black River and Utica	35	643,330	317,353	960,683	In progr.		none	none	Pittsb. Mayv. & Cin.	60	371,350	31,000	399,350	In progr.				
Buffalo, Oron. and N. Y.	100	1,487,874	1,501,183	2,988,957	172,476	66,333	none	none	Sand'y, Manaf. & Newk	127	1,560,000	2,206,357	3,552,357	328,958	104,470	none		
Buffalo and N. Y. City	92	798,339	2,537,849	3,336,188	288,392	31,896	none	none	Scioto & Hocking Valley	56	403,975	609,050	1,013,025	206,544	94,318	none		
Buffalo and St. Line	69	1,300,000	1,040,000	2,340,000	679,760	386,793	10	10	Spring, Mt. Vernon & P.	118	1,000,000	950,000	1,950,000	In progr.				
Canandaigua and Elmira	47	434,111	922,393	1,356,504	174,089	69,506	none	none	Tol. Wabash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently opened.				
Canandaigua & Niagara F's	98	1,315,000	2,279,854	3,594,854	155,433	48,849	none	31	Cin. Log. and Chicago	255	4,196,671	1,006,125	5,202,796	149,868	124,140			
Cayuga & Seneca	35	637,000	606,689	1,243,689	135,433	48,849	none	31	Evansville & Crawfordsv.	109	986,061	1,250,872	2,236,933	249,868	124,140			
Hudson River	144	3,758,466	9,250,362	13,008,828	488,849	139,941	12	12	Ind. and Cincinnati	88	1,686,800	1,564,584	3,251,384	491,743	245,622	7		
Long Island	55	1,875,148	668,949	2,544,097	325,662	139,941	12	12	Indiana Central	66	612,959	1,261,179	1,874,138	398,789	204,686			
New York Central	55	24,186,661	14,607,510	38,794,171	8,027,251	3,573,736	8	88	Ind. Cleve. & Pittsburg	83	824,252	1,001,900	1,826,152	206,845	136,655	none		
New York and Erie	184	11,000,000	28,031,463	39,031,463	7,440,393	3,424,891	11	11	Jeffersonville	66	1,016,226	694,000	1,710,226	206,544	94,318	none		
New York and Harlem	13	5,717,100	4,322,498	10,039,598	1,040,393	324,891	11	11	Madison and Indianapolis	87	1,647,700	1,336,816	2,984,516	230,214	118,628	none		
Northern, N. Y.	118	1,633,022	4,406,374	6,039,396	1,520,135	135,754	1	1	New Albany and Salem	288	2,535,121	5,281,848	7,816,969	645,827	371,402	none		
Oswego and Syracuse	35	808,180	213,025	1,021,205	149,373	78,754	8	8	Peru and Indianapolis	73	568,314	858,314	1,426,628	150,000	90,000	none		
Potomac and Watertown	29	467,200	294,189	761,389	241,149	82,000	7	7	Terre Haute and Ind.	73	1,361,450	250,125	1,611,575	481,272	206,079	10		
Rensselaer & Saratoga	25	610,000	140,000	750,000	241,149	82,000	7	7	Chicago and Rock Is'd	182	5,248,000	1,734,318	6,982,318	1,886,196	850,039	79		
Saratoga and Whitehall	48	600,000	395,600	995,600	71,909	21,089	none	none	Chicago and St. Louis	220	2,911,810	3,681,590	6,593,400	1,882,219	968,83	20		
Syracuse & Binghamton	80	768,369	1,678,804	2,447,173	159,484	22,503	none	none	Chic. St. Paul & F'd du Lac	178	2,300,000	1,325,000	3,625,000	In progr.				
Troy and Boston	27	437,830	737,079	1,174,909	166,363	55,184	3	63	Galena and Chicago	259	6,023,800	3,899,015	9,922,815	2,315,786	1,192,042	22	90	
Watertown and Rome	97	1,600,000	700,979	2,300,979	440,290	162,037	3	63	Illinois Central	704	6,556,435	20,815,492	25,371,927	3,699,263	566,972	90		
Wardens Delaware	64	1,000,000	1,619,000	2,619,000	213,393	114,632	none	none	Peoria and Oquawka	181	1,569,889	2,200,000	3,769,889	5,400,000	In progr.			
Wardens and Amboy	94	3,000,000	11,407,200	14,407,200	1,640,787	594,114	12	130	Ohio & Miss. (Wst. Div.)	147	1,780,295	3,292,403	4,872,598	Recently opened.				
Wardens and Atlantic	69	3,483,000	1,550,854	5,033,854	117,889	45,542	none	none	Terre Haute, Alt. & St. Louis	208	3,110,050	4,450,802	7,496,716	683,476	305,348			
New Jersey	30	3,482,560	743,000	4,225,560	91,617	534,961	10	132	Detroit and Milwaukee	185	838,000	1,128,961	1,966,961	In progr.				
New Jersey Central	63	2,000,000	3,305,093	5,305,093	553,478	319,319	7	7	Mich. Central	282	6,058,092	7,287,387	11,345,479	3,104,402	1,231,709	65		
Morris and Essex	33	1,157,805	362,500	1,520,305	245,685	86,250	6	6	Mich. South'n & N. Ind.	475	8,576,400	10,469,68	19,046,088	2,309,487	544,311	26		
Allegheny Valley	44	1,637,867	842,664	2,480,531	219,253	52,450	none	none	Green Bay, Mil. & Ch.	155	764,077	442,726	1,206,803	In progr.				
Cattaw. W. & Erie	69	1,700,000	1,940,000	3,640,000	219													

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are at interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$838,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	
Buffalo and State Line	600,000	Do. convertible	7	1st April, October	"	1866	89	85
Bellefontaine and Indiana	600,000	Do. convertible	7	1st Jan'y, July	"	1863	85	
Do. do.	200,000	Real estate, convertible	7	1st Jan'y, July	"	1853		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	1st Feb'y, August	"	1859		
Central Ohio	200,000	1st mort. conv. east. sec.	7	1st March, Sept.	"	1861-64	70	
Do. do.	1,250,000	2d do. convertible	7	1st Jan. 20 July	"	1865		
Cincinnati, Hamilton, and Dayton	800,000	1st mortgage convertible	7	1st March, Sept.	"	1867	85	
Do. do.	500,000	2d do. convertible	7	1st May, Novemb.	"	1860	75	
Cincinnati and Marietta	465,000	1st mortgage, conv. till 1862	7	1st Jan'y, July	"	1863		
Cincinnati, Wilmington, and Zanesville	2,500,000	Do. convertible	7	1st May, Novemb.	"	1862		
Cleveland, Painesville, and Ashtabula	1,300,000	Do. convertible	7	1st Feb'y, August	"	1861	90	95
Cleveland and Pittsburgh	567,000	Do. convertible	7	1st Feb'y, August	"	1860	60	75
Do. do.	800,000	Do. on Branches	7	1st March, Sept.	"	1873		
Cleveland and Toledo	1,200,000	Do. convertible	7	1st Feb'y, August	"	1863	80	85
Chicago and Mississippi	625,000	Do. conv. till 1857	7	1st April, October	"	1862-72	65	
Do. do.	800,000	Do. convertible	7	1st April, October	"	1862-72	65	
Covington and Lexington	1,200,000	Do. do.	7	1st April, October	"	1867	62 1/2	70
Do. do.	400,000	2d mortgage, convertible	7	1st March, Sept.	"	1863	65	
Delaware, Lackawanna, and Western	1,000,000	1st mortgage, do.	7	1st April, October	"	1875	64	70
Florida and State Line	1,500,000	Do. not convertible	7	1st March, Sept.	"	1891		80
Fort Wayne and Chicago	1,500,000	Do. conv. till 1863	7	1st Jan'y, July	"	1873		72 1/2
Galena and Chicago	2,000,000	Do. convertible	7	1st Feb'y, August	"	1863	95	97
Do. do.	2,000,000	2d mortgage, do.	7	1st May, Novemb.	"	1875	88 1/2	90
Great Western (Illinois)	1,000,000	1st mortgage, do.	10	1st April, October	"	1868		
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	1st April, Oct. 10	"	1863	87 1/2	85
Jacksonville	300,000	Do. 2d sec. inconv.	7	1st April, October	"	1873		90
Indiana Central	600,000	Do. convertible	7	1st May, Novemb.	"	1866		
Indianapolis and Bellefontaine	450,000	Do. do.	7	1st Jan'y, July	"	1900-61	70	80
Indianapolis & Cincinnati (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	1st March, Sept.	"	1866		80
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	7	1st May, Novemb.	"	1874	56	57 1/2
Lake Erie, Wabash, and St. Louis	8,400,000	1st mortgage, conv. till 1859	7	1st Feb'y, August	"	1865	78	83
Little Miami	1,500,000	Do. inconv.	6 1/2	1st May, 2 Nov.	"	1883	97 1/2	98 1/2
Michigan Central	1,000,000	No mortgage, convertible	8	1st April, October	Bost.	1860	97 1/2	98 1/2
Do. do.	600,000	Do. do.	8	1st March, Sept.	"	1869	80	
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	1st Jan'y, July	N.Y.	1862		92 1/2
Do. do.	650,000	Do. 2d do. 1858	8	1st April, October	"	1863		77
Do. do.	1,250,000	Do. 3d do. 1860	8	1st June, Decemb.	"	1877		
New Albany and Salem	500,000	Do. 1st section	10	1st April, October	"	1858-62		90
Do. do.	2,325,000	Do. oth. sec. con. till 1858	8	1st May, Novemb.	"	1864-75		
Northern Cross	1,200,000	1st mortgage, convertible	8	1st Jan'y, July	"	1873		
Ohio and Indiana	1,000,000	Do. do.	7	1st Feb'y, August	"	1867		85
Ohio and Pennsylvania	1,750,000	Do. do.	7	1st Jan'y, July	"	1865-66		70
Do. do.	2,000,000	Income, convertible	7	1st April, October	"	1872		65
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	1st Jan'y, July	Phila.	1880	96 1/2	98
Racine and Mississippi	680,000	Do. conv. sink'g f'd	8	1st Feb'y, August	N.Y.	1876		75
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	1st May, Novemb.	"	1861		
Steubenville and Indiana	1,500,000	Do. convertible	7	1st Jan'y, July	"	1865		
Terre Haute and Indianapolis	600,000	Do. do.	7	1st March, Sept.	"	1866		
Terre Haute and Alton	1,000,000	Do. do.	7	1st Feb'y, August	"	1867-72	60	64

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	1st Jan'y, July	Balt.	1875	83	84
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1855	7	1st 10 Jan. 10 July	N.Y.	1870	97	98
Erie Railroad	3,000,000	1st mortgage	7	1st May, Novemb.	"	1867	100	100 1/2
Do. do.	4,000,000	2d mortgage, convertible	7	1st March, Sept.	"	1859	92 1/2	93 1/2
Do. do.	6,000,000	3d mortgage	7	1st March, Sept.	"	1863	78 1/2	79 1/2
Do. do.	6,000,000	4th mortgage, not convertible	7	1st April, October	"	1880	64	69
Do. do.	4,000,000	Not conv. Sink Fund, \$420,000	7	1st Feb'y, August	"	1875	45	47
Do. do.	4,351,000	Convertible, Inscription	7	1st Feb'y, August	"	1871	41 1/2	42 1/2
Do. do.	3,500,000	Convertible	7	1st Jan'y, July	"	1862	41 1/2	43
Hudson River	4,000,000	1st mortgage, Inscription	7	1st Feb'y, August	"	1869-70	100 1/2	102
Do. do.	2,000,000	2d do. do.	7	1st 16 June, 16 Dec.	"	1860	93	95 1/2
Do. do.	3,000,000	3d do. convertible	7	1st May, Novemb.	"	1870		89
Illinois Central	17,000,000	Mortgage, inconvertible	7	1st April, October	"	1875	89 1/2	89 1/2
Do. (Free Land)	3,000,000	Mortgage 345,000 acres—priv. 7 shares	7	1st March, Sept.	"	1860	88	90
Michigan Southern	1,000,000	1st mortgage, inconvertible	7	1st May, Novemb.	"	1860	85	90
New York and Harlem	1,800,000	Do. do.	7	1st May, Novemb.	"	1861-72	81 1/2	82 1/2
New York and New Haven	750,000	No mortgage, do.	7	1st June, Decemb.	"	1865-69	90	91 1/2
New Haven and Hartford	1,000,000	1st mortgage, do.	6	1st Jan'y, July	"	1873	90	94
Northern Indiana	1,000,000	Do. do.	7	1st Feb'y, August	"	1861	85	90
Do. Gothen Branch	1,500,000	Do. do.	7	1st Feb'y, August	"	1868	68	70
New York Central	8,287,000	No mortgage, do.	6	1st May, Novemb.	"	1863	88	89
Do. do.	3,000,000	No mortgage conv. from June 57-59	7	1st 15 June, 15 Dec.	"	1864	108 1/2	104
Panama, 1st issue	900,000	Convertible till 1856	7	1st Jan'y, July	"	1866	100	
Do. 2d do.	1,478,000	Do. till 1858	7	1st Jan'y, July	"	1866	89 1/2	90
Reading, issued 1844, '48, '49	1,573,000	Mortgage, inconvertible	6	1st Jan'y, July	Phila.	1860		
Do. do. 1849	1,300,000	Do. convertible	6	1st Jan'y, July	"	1870	74 1/2	75
Do. do. 1849	3,469,000	Do. inconvertible	6	1st April, October	"	1866	67 1/2	68

CITY SECURITIES.	Int't payable.	Off'd.	Asked.	CITY SECURITIES.	Int't payable.	Off'd.	Asked.
New York, 5 per ct. 1859-60	94	97		Milwaukee, 7 per ct. coup.	X	Divers	70
Do. 5 do. 1870-75	92	95		New Orleans, 6 per ct. cp. R.R. X	Do.	Do.	60
Do. 6 do. 1883	101 1/2	102		Do. 6 per ct. cp. R.R. X	Do.	Do.	60
Do. 6 do. 1890-98	91	92		Philadelphia, 6 per ct. cp. 1876-98	X	Jan'y, July	97 1/2
Albany, 6 per ct. coup. 1871-81 X	98	100		Pittsburgh, 6 per ct. coup.	X	Jan'y, July	50
Allegheny, 6 per ct. coup.	98	100		Quincy, 6 per ct. coup.	X	Jan'y, July	60
Baltimore, 6 per ct. 1870-90	98 1/2	99		Racine, 7 per ct. coup.	X	10 Feb'y, Aug.	80
Boston, 6 per ct. coup.	98 1/2	99		Rochester, 6 per ct. coup.	X	Divers	90
Brooklyn, 6 per ct. coup. Long X	98	99		St. Louis, 6 per ct. coup. Long X	Do.	Do.	77 1/2
Clev'nd, 6 per ct. cp. W.W. 1890 X	98	101 1/2		Do. do. Municipal X	Do.	Do.	78 1/2
Cincinnati, 6 per ct. coup.	98	99		Sacramento, 10 per ct. cp. 1862-74 X	Do.	Do.	55
Chicago, 6 per ct. coup. 1873-77 X	98	99		S. Francisco, 7 1/2 per ct. cp. 1866, pay. N.Y. X	May, Novemb.	60	70
Do. 7 per ct. cp. W.W. 1873-78 X	98	99		Do. 10 per ct. cp. 1871 X	Do. do.	95	97 1/2
Detroit, 7 per ct. cp. W.W. 1873-78 X	98	99		Do. 10 do. pay. N.Y. X	Jan'y, July	61	63 1/2
Dequoy, 8 per ct. cp. Long X	98	99		Do. 6 per ct. pay. N.Y. 1875 X	Do. do.	61	63 1/2
Jersey City, 6 per ct. cp. W.W. 1877 X	98	99		Whaling, 6 per ct. coup.	X	Divers	60
Louisville, 6 per ct. cp. 1860-83 X	98	99		Do. 6 per ct. cp. 1874 X	March, Sept.	61	63 1/2
Memphis, 6 per ct. cp. 1862 X	98	99		Zanesville, 7 1/2 do. 1871 X	April, October	61	63 1/2

Cincinnati Stock Sales.

By HEWSON & HOLMES.

For the week ending May 12, 1888.

\$8,000 Little Miami, 6 per ct. 1st Mort., and interest	78
6,000 Cov. and Lex. 7 per cent. 3d Mort.	36
5,000 Cov. & Lex., 7 per cent. 2d Mort.	55
3,000 Covington & Lexington, 6 per ct. Income	30
4,000 Cin. & Ham. & Dayt., 7 per ct. 2d Mort., and int.	72 1/2
5,000 Indianap. & Cin., 2d Mort. 7 per ct.	75
2,000 Ohio and Mississippi, 7 per ct. 2d Mort.	30
1,000 Columbus & Xenia, 7 per cent. Dividends, due in 1861 and 1862	87 and 88
2,000 City of Newport, Ky., 10 per cent.	100
3,000 Ohio & Miss., Construction, 7 per ct.	25
4,759 Certificates of Deposit in Ohio Life Insurance & Trust Co.	35

STOCKS.

36 Shares Little Miami	75
264 " Ohio and Mississippi	5
80 " Cincinnati, Hamilton and Dayton	40
71 " Indianapolis & Cincinnati	40
50 " Columbus and Xenia	44

Extract from De Coppet & Co.'s Money Circular for the European Steamer of the 10th May.

[TRANSLATED.]

NEW YORK, Monday, May 17, 1888.

The tone of the stock market has not altered since the 11th inst., the date of our last advice. Transactions have been on a very moderate scale, but prices are well sustained, particularly those of State stocks and other solid securities. Large amounts of capital lie idle, and will probably remain so until business revives and a fresh impulse will have been given to public enterprise. It is to be remarked, however, that while there is a superabundance of capital existing at New York, and extending to Philadelphia, Baltimore and Boston, money is exceedingly scarce in that section of country of which Chicago and Milwaukee are the principal cities; in active demand in that portion comprising Cincinnati and St. Louis, and not very plentiful in the South. The Banks in St. Louis have resumed specie payments. State Stocks—The principal business has been in Missouri 6s, with an advance of $\frac{1}{4}$ per cent. Some Ohio 6s have been done at a slight improvement, and Tennessee 6s at a decline of $\frac{1}{2}$. California 7s (old issue) have risen 2, and the new issue 3 per cent. City and County Bonds—Other than a few sales of Louisville 6s, without change in price, we have nothing to mention. Railroad Bonds—Michigan Central 1st mortgage 8 per cents. have risen 2, Galena and Chicago 2d mortgage 1, and Erie 1883 Bonds, 1 1/2. Erie 7s, of 1875, have fallen $\frac{1}{2}$ per cent. In those Bonds not current on the Stock Exchange very little has been done. Railroad Shares are inactive and without any important change in prices, except in Panama, which has advanced 2 per cent., and in Illinois Central, which has advanced 2 per cent. The decline in New York Central is the result of a disastrous accident on that road. A few sales of Cleveland, Columbus and Cincinnati have taken place, at an advance of 1 per cent. Money is exceedingly abundant. Short loans from 4 1/2 per cent.; paper, 4 1/2. Exchange on Europe is firm; London, 109 1/2 @ 109 3/4; Paris, 5.13 1/2 @ 5.12 1/2.

DE COPPET & CO.

New York and Harlem Railroad.

An election for Directors of the Harlem Railroad for the ensuing year took place on the 18th at the Company's office, corner of Fourth avenue and twenty-sixth street. The attendance of stockholders was very small—only about 50,000 shares of the 113,000 being represented. The members of the old board, viz: Allen Campbell, Daniel Drew, Cornelius Vanderbilt, William C. Wetmore, Horace Brooks, John Harper, Albert Smith, Francis W. Edmonds, Albert J. Akin, Abraham B. Baylis, John Alstyne, Charles W. Sandford, and Horace F. Clarke, were almost unanimously re-elected. No other business being transacted, no official information relative to the affairs of the Company was obtained; but it was privately stated by several of the Directors that the road had been placed in excellent running order, and by a judicious withdrawal of trains and retrenchment of other expenses, the entire monthly expenditures had been

reduced to less than \$48,000, while the receipts had averaged upwards of \$80,000 per month, so that the prospects of the Company are considered quite encouraging. The floating debt has been arranged, and the chattel mortgage to Messrs. Vanderbilt and Drew cancelled.

American Railroad Journal.

Saturday, May 22, 1858.

Among the passengers in the *Europa* which sailed from Boston on the 19th inst., was HENRY V. POOR, Esq., Editor of the RAILROAD JOURNAL. Mr. POOR will visit England, France and Germany during his absence, with a special view to an examination of the railroad systems of those countries. He will, probably, return about the 1st of August. The readers of the JOURNAL may expect to hear from him, through its columns, during his absence.

Albany and Susquehanna Railroad.

This company was incorporated in 1851, under the general railroad law of New York. Subscriptions to a considerable amount having been previously made by the citizens of Albany and the residents of the numerous towns and villages upon the line of the proposed road—upwards of two thousand of whom attended the first meeting called for the purpose of organizing the Company, which was held on the 2d of April at Oneonta, in Otsego County. At this meeting, articles of association were agreed upon, and a board of directors chosen. Measures were immediately adopted for the survey and location of the road.

In the fall of 1852, the road was so far located, as to be ready for letting; and bids for its construction were accordingly invited.

In 1853, the work of constructing the road was entered upon by the contractors, but owing to some difficulties experienced by them, they abandoned their contracts, after having graded upwards of twenty miles of the road, portions of which were the most expensive on the route. More than \$200,000 had, up to the suspension of operations, been expended in disbursements for construction, right of way, engineering, etc.

Of the whole distance, over 100 miles of the right of way had been released, and most of it paid for; and it was thought that at the same rate the whole road could be completed and equipped for a sum much less than that originally contracted for.

Since 1854, but little, we believe, has been done in furtherance of this project, except the prosecution of some legal investigations, and the devising of ways and means for the early resumption of the work—the most important of which was the passage by the Legislature, in 1855-6, of an act authorizing the towns along the line of the road to subscribe to its stock.

In the report of this Company, made to the Legislature in 1855, the capital stock, authorized by its charter, is stated at \$1,400,000, of which \$251,157 had been paid in. The total subscriptions were \$1,575,700. The entire debts not funded, \$9,000. Total expenditure, \$223,016.

The line of this road, as located, is about 140 miles in length, extending from Albany, on the Hudson river, to Binghamton, on the Susquehanna; at which point it will form a connection with the New York and Erie, the Syracuse and

Binghamton, and the Delaware, Lackawanna and Western Railroads. The road traverses the counties of Albany, Schoharie, Delaware, Otsego, Chenango and Broome. By a glance at the map, it will be observed that it pierces diagonally a large quadrangle, having the Central road and the Erie Canal on the north, the Hudson river on the east, the Syracuse and Binghamton road on the west, and the New York and Erie, with the Newburgh branch, on the south. This great block of country, larger than the State of Connecticut, will be traversed by this road in a northeast and southwest direction, which, owing to the formation of the country, is the only way in which it can be traversed by a railroad. The route is a remarkably direct and favorable one—the steepest grades ascending to the southwest being in a few instances only as high as 60 feet, and towards the northeast, in but one instance will it exceed 40 feet. The road follows, for the greater part of its length, the course of the Schoharie, and the Susquehanna or its tributaries, except near its southern terminus, where it leaves that stream to obtain a more direct route to Binghamton, passing through a range of hills by means of a tunnel some 2,200 feet long.—The gauge of the road will be six feet, the same as that of all the roads with which it connects at Binghamton—thus forming a continuous broad gauge line from the capital of the State to the mines of Pennsylvania. The importance to Albany of this connection, particularly for manufacturing purposes is incalculable. No portion of the State, with the resources which this section has, is so much in need of railroad facilities. Locally, it must be used by 200,000 of population, about 60 thriving towns and villages, and from 15,000 to 20,000 farmers. It runs through a rich, highly cultivated and densely settled country, with a climate of unrivaled healthiness, and a more than ordinary supply of water power. The benefit to the country through which it is to pass will be very great. It will attract business from a vast district in and out of the State. Boston and New York will find in it a new outlet for the great west. The Boston and Albany and the New York and Albany roads will have their business considerably augmented by it, while the New York and Erie road will receive from, and give to, it an amount of business that neither road can estimate. This is one of the enterprises that has been too long delayed. We hope now that as the company has again taken the matter in hand, it will be pushed on to completion.

Atlantic and North Carolina Railroad.

An important link in the railroad system of North Carolina has just been finished, and conceiving that an account of the festivities attendant upon, as well as the advantage to be derived from the inauguration of so extensive a system might be of some interest, we give some extracts from a correspondent of the *N. Y. Herald*:

"The railroad just completed is the Atlantic and North Carolina, extending from Beaufort harbor on the Atlantic westward a distance of 97 miles to Goldsborough, where it connects with the North Carolina railroad, which runs west to Charlotte—the entire distance being 320 miles. It connects also at Goldsborough with the Wilmington and Weldon railroad, an important connection, for that road is the great Northern and Southern mail route.—Another railroad is in process of active construction from Salisbury, on the line of the North Carolina railroad, west to the mountains, and which will be evidently extended to Knoxville,

Tenn., connecting there with the network of Western roads, and placing the fine harbor of Beaufort in direct communication with the valley of the Mississippi.

Railroad Accidents.

We give elsewhere a summary of the testimony taken before the Coroner's Jury in regard to the recent accident on the Central Railroad. From a perusal of the testimony, there can be no doubt that the verdict of "culpable negligence on the part of the Central Railroad Company," is entirely justified by facts. Coming immediately upon this, is an accident of a similar nature on the Lafayette and Indianapolis Railroad, by which three persons lost their lives; and still another on the Elmira and Canandaigua Railroad, caused by the cars running off the track from some unexplained cause. The number of deaths by these accidents is twelve.

Cannot something be done to prevent a repetition of these dreadful scenes? That they might be greatly reduced is proved by the comparatively small number of accidents on the English railways. There is no reason why we should not be more exempt from railroad accidents than that country. Our trains run less frequently, and at lower speed. What we lack is that unremitting attention to details on the part of the managers of our railroads, which enables them at all times to know the condition of every part of their road. In so complex an affair as a railroad, nothing is trivial; and experiment and science have furnished sufficient data to enable us to fix, with almost absolute exactness, the durability of every part.

It is much easier to deal with machinery than with men, and in the case of the Central Railroad accident it is clearly shown, by the evidence, that it was the men who were delinquent. Every carpenter knows the strength of the materials which he puts into a house; how much more important that the road master should know, every day, the exact condition of every part of the road under his control! Not a train runs over a railroad without involving a risk of a million dollars, leaving altogether out of the account those obvious suggestions in regard to the value of human life, which occur to every mind. On an extensive railroad, where trains are constantly running, the responsibility becomes enormous. All the inanimate portions of the vast machine obey fixed laws with precision; but who can calculate on voluntary agents doing their work with equal fidelity? A wink of the eye, a touch of the finger, a moment's thoughtlessness or inattention, may produce the most ruinous consequences.

One of the most fruitful sources of accident on American railroads arises from insecure bridges. On English railways accidents from such causes are seldom known. From January 1, 1851, to January 1, 1858, there was not a single accident of that kind in Great Britain, although bridges are proportionately more frequent than with us. This is entirely due to the comparative solidity of such structures. English bridges are almost universally of stone or iron; American almost exclusively of wood. On the New York Central, of 323 bridges, of all lengths, two are of iron and one of stone; the rest are wood. On the Erie road there are 196 bridges, of which three are stone, and the rest of wood. On the Baltimore and Ohio road there are 288 bridges, of which eighteen are iron, 78 are stone, and the rest chiefly wood.

La Crosse and Milwaukee Railroad.

The abstract of the report of the Land Grant Investigating Committee of the Legislature of Wisconsin is, we trust, the last chapter in the history of the rascalities practised by the old managers of the La Crosse and Milwaukee Railroad Company. We presume that the gratuities to three-quarters of the members of the Legislature were made with the same motives as those which Kilbourn so freely confessed in his testimony—without "corrupt intent"—but "to propitiate their feelings" "without doing the Company any material damage." The consequence of these innocent "gratuities" is that a road which should have been completed for about \$6,000,000 will cost about \$20,000,000, the credit of the State has been nearly ruined, the sentiment of all the people along the line of the road has been demoralized, the politics of the State have been corrupted, and suspicion and discredit brought upon numerous legitimate enterprises of a similar nature. As one of the direct results of this scheme of swindling, the present Legislature have passed a law, in obedience to the popular clamor of that State, interposing obstacles to the enforcement of farm mortgages. Since the passage of that act, the Farm Mortgage stockholders in the La Crosse road have held a meeting at Beaver Dam and solemnly resolved that their mortgages would never have been given but for the assurance that nothing would be to pay upon them by the makers. The Railway Company were expected to pay the interest under all circumstances, and to surrender the principal at maturity in exchange for their own stock at par. And they now ask to have a stipulation to this effect made with the Directors; resolving that "there is no repudiation in this" and that they "confidently believe that the justice and equity of this view of the subject can be maintained among honorable and high-minded men." Such are the first fruits of the recent relief law impairing the obligation of mortgage contracts.

It will be seen from the exhibit that the "douceurs" to use Kilbourn's delicate phrase, were divided as follows:—

Senators.....	\$210,000
Assemblymen.....	330,000
State Officers.....	75,000
Legislative do.....	17,000
Outsiders and Lobbyists.....	242,000
Editors.....	20,000
The Governor.....	50,000

Total.....\$944,000

This throws some light on the previous pretended operations of the Company. In the report issued in January, 1857, we find the following items of expense:—

Work on Western division.....	\$281,892
Do. North-western do.....	679,711

Total.....\$961,603

As it was well known, at the time the report was issued, that no work had been done on those divisions, the public naturally felt some curiosity to ascertain the direction which those funds had taken.

It is not to be wondered at that a road built on the plan on which this has been, should cost \$88,000 per mile. For five times the sum shown to have been used in bribing the Legislature to vote them a land grant,—likely, after all, to slip out of their hands, or prove of no value,—the whole road

might have been well and honestly built, and be now doing a good business, instead of being, as it has been, but a synonym for corruption and dishonesty.

The Sunbury and Erie Railroad Company are advertising for proposals for the graduation and masonry of about 33 miles of their road, including "two large bridges across the Susquehanna and several crossing smaller streams." The time for receiving proposals is limited to "3 o'clock P.M. of Tuesday, 1st day of June next." Plans, etc., will be in readiness from and after the 25th inst. The office of the Company is at Lock Haven, Clinton Co., Pa.

The Memphis, Clarksville and Louisville Railroad Company solicit proposals for the grading, bridging, masonry and superstructure, including the iron, with partial equipment of furniture, engine houses, depots, etc., for 42 miles of their road between the Cumberland and Tennessee rivers. The work to be done embraces 850,000 yards of earth, 60,000 yards rock, 1,000,000 feet trestling, 2,500 yards plane masonry, 1,000 yards arch masonry, 3,000 yards bridge masonry; with the two bridges across Cumberland and Tennessee rivers—one containing 4,500 yards masonry, and 600 lineal feet bridging; the other 8,000 yards masonry, and 1,500 feet bridging; 44 miles of iron, 60 lbs. to the yard, with chairs, spikes, etc. Further information can be obtained by addressing, previous to July 1st, Geo. B. Fleece, Esq., Chief Engineer at Clarksville, Montgomery Co., Tenn.

Railroad Earnings.

The earnings of the Pittsburg, Fort Wayne and Chicago Railroad Company during the month of April, were as follows:

From freight.....	\$56,834 49
" passengers.....	69,998 78
" mail.....	4,482 29
" rent of road.....	5,500 00
" miscellaneous.....	244 67
Total.....	\$137,060 23
Earnings for same month last year....	162,742 50

Decrease, 15.8 per cent.\$25,682 27

The expenses in April were as follows:

Station expenses.....	\$7,674 17
Cost of running.....	19,687 06
General expenses.....	9,866 63
Repairs of machinery.....	13,855 01
Do. track and roadway.....	20,974 60
Do. structures.....	1,683 07
Total.....	\$73,740 54
Expenses in same month last year....	77,704 28

Decrease, 5.3 per cent.\$3,963 74

Net earnings in April, 1857.....	\$65,038 22
Do. do. 1858.....	63,319 69

Decrease in net earnings.....\$2,718 53

We are informed that a contract has been entered into between this Company and the Pennsylvania Railroad Company which insures the completion of the Pittsburg, Fort Wayne and Chicago Railroad to Chicago by the 1st of November next. The work is progressing vigorously, with that view. The Pennsylvania road and this road will then be operated in harmony, under one policy, constituting them, from all practical purposes, a single through line of 818 miles from Philadelphia to Chicago, and reducing the distance between New York and Chicago to 906 miles.

The following are the earnings of the Milwaukee and Mississippi road, for April:

	1857.	1858.
Freight.....	\$18,178 26	\$40,926 33
Passengers.....	27,818 49	25,163 05

Total.....\$45,986 75 \$76,089 38

The earnings of the Terre Haute, Alton and St. Louis railroad, for April, 1858, were:

Passengers.....	\$37,019 95
Freight.....	30,468 36
Miscellaneous.....	8,344 00

Total.....\$75,832 31

Earnings for April, 1857.....68,076 87

Increase.....\$7,756 44

Expenses for April, 1858, estimated at....\$32,000

In April, 1857, the pay rolls of the laborers

alone amounted to.....32,000

A handsome increase of net profit has been effected.

The amount of coal brought to St. Louis in 1857 by the Belleville branch of this road exceeded two millions of bushels.

The annual meeting of stockholders of the Terre Haute, Alton and St. Louis railroad is to be held at Shelbyville, Ill., on Monday the 7th of June.

The earnings of the Central Railroad Company of New Jersey were for—

April, 1858.....	\$70,907 77
April, 1857.....	63,049 73

Increase.....\$7,858 04

The earnings of the Cleveland, Columbus and Cincinnati Railroad, for April, were as follows:

April, 1858.....	\$94,547 28
April, 1857.....	95,244 78

Decrease.....\$697 50

The Mayor and Comptroller of Milwaukee are in town, for the purpose of making arrangements to meet the liabilities of their city and to restore it to credit.

The earnings of the Chicago and Rock Island Railroad, during April, were as follows:

In 1857.....	\$194,217 62
In 1858.....	139,433 86

Decrease in 1858.....\$54,783 76

The earnings of the Chicago, St. Paul and Fond du Lac Railroad, for the month, of April, 1857, were \$20,221 55; for 1858, \$38,534 61. Increase, \$18,313.

We have good authority for the following exhibit of the business of the Hudson River Railroad:—

Earnings 7 months to May 1, 1857..	\$1,178,637 04
Do. do. 1858..	991,256 19

Decrease in earnings.....\$187,380 85

Expenses 7 months to

May 1, 1857.....\$867,004 56

Do. to May 1, 1858.....630,888 01

236,116 55

Net gain in seven months ending May 1, 1858....\$48,735 70

The road is in good working order. The Company are making rapid progress in fitting up their bridges. The long one at Tivoli will be nearly ready for the ties by or before Sept. 1st. One has been filled at Crugers, one at Coxsackie, and part of one at Rhinebeck. They are reported as being in good and safe condition. The Company anticipate that their coal-burners, with the low price of coal, will materially reduce their expense for fuel,

The Central Railroad Disaster.**TESTIMONY OF EMPLOYERS OF THE ROAD.**

The evidence before the coroner's jury who investigated the circumstances connected with the late fearful accident on the New York Central Railroad, has disclosed a number of important facts with regard to the condition of the bridge over Sauquoit Creek. Mr. Alric Hubbell, one of the jurymen, testified that, in company with the other jurors, he had examined the bridge where the accident occurred, and found it all broken through, except the south truss, which was upright; the bridge had three trusses—one each side, and one in the centre; the middle truss was broken near the centre; the lower cord seemed to be quite decayed; the break showed that it was very much decayed; the upper cord of the middle truss, where it rested on the abutment at the west end, appeared to be unsound; the cord appeared to have a sound outside; by proper examination its condition could have been ascertained; the upper cord of the north truss seemed to be in good order.

Alexander Storrs, a fireman on the Cincinnati Express train, testified that the train left Syracuse fifteen minutes behind time, and had made up nine minutes at the time of the accident. He generally passed over the bridge twice a day, and had never felt any jar or weakness while riding over it; never heard it spoken of as a weak bridge.

George Vosburg, fireman on the other train, testified that he had passed trains on the bridge before.

The following testimony of Erastus B. Crandall, will be found to bear directly upon the condition of the bridge:

"I reside in Utica; have seen the bridge since it was broken; found the cords rotten—very rotten; I stood on the abutment and saw that the lower cord of the middle truss was very rotten and broken; did not go down below to examine; the upper cord was best; did not examine the north truss. I helped raise the bridge, but had nothing to do with framing it; the trusses were raised three years ago the last days of April; at that time the timber was all sound with the exception of one cord—the lower centre cord; in boring in this cord for bolts for needle beams or track timbers, discovered that the augur dust was rotten; the rottenness was through the main part or heart of the cord; discovered the rottenness in one hole which I bored myself, and my attention was called by another man to another hole which he was boring; think it was west of the centre of the bridge that I bored; the other hole was probably four feet from the one I made, and further west.

"The timber had been newly framed; it was what we call water or bastard elm; can tell this wood by boring it; I knew it was bastard elm; do not know of the position of the cords being changed, and think the cord I bored is the same that was so badly broken on the 11th. At the time of the boring, I showed the chips to Mr. Everts, the track master, who has charge of the bridges, &c., on this section. I stated to Mr. Everts what is narrated above, and he said he thought it was only one bad spot, and that it was a good stick; I told him it was nothing but a bastard elm stick any way, and would not last long; I think he replied that it was white elm. I have worked on bridges a good deal; I think bastard elm is not fit timber for bridges; couldn't say how long this truss had been cut; it had a shaky heart. It is necessary that the upper and lower cords in bridges should be of the best material. In case two trains should meet on the bridge, the truss I bored would have to sustain as much weight as both the other trusses; the truss was not, at the time it was put up, in my opinion, fit for its place in the bridge. I told Mr. Everts it was a bad stick, and ought not to be there; he said either that it was the best they could get, or the best they had. In answer to a question of Mr. Stoddard as to how long the stick would naturally last from the time it was put up, witness said it was an unsafe stick all the time; it would

be pretty well used up in a year and a half; the other cords were a little better timber, but were bastard elm.

"Cross examined—Am a carpenter; worked for the Central Railroad, the last time, a year ago last January; have never had any difficulty with the company; have had no difference with Mr. Everts; think the bastard elm of the cord could not have been told at the time except by boring; the bridge was all framed when I first saw the timber, and can't say how much had been taken off the cord; one end of the cord had circles in the wood, indicating a shaky heart; some might buy bastard elm for white elm while it is green; bastard elm will not spring."

Elisha M. Gilbert testified, that two years ago he spoke to Major Priest, Assistant Superintendent of the road, about the bridge; asked him if he thought it safe, and told him the span was too long unless the timbers were sound; he said they had bridges with much longer span than that, and it was perfectly safe; said it was built or rebuilt about a year before; witness's attention was called to the bridge by a jar or trembling.

John Morris, Isaac Vrooman, Abram Shoemaker and E. Priest, engineers on the Central Railroad, testified that they had been in the habit of passing over the bridge daily, and had never noticed any jar or defect.

Major Zenas Priest testified that he had inspected several of the cords since the disaster, and had found them more or less decayed. The centre cord was of bastard white elm, and badly decayed. The wood was bought for white elm, and the witness never discovered before the accident that any of the timber was bastard elm. The witness continued as follows:

"We have bastard elm in bridges, and it has done very well; sometimes it will last one year, and sometimes five; the lower centre cord in the Sauquoit bridge was cut the winter before it was put in; should not bore timbers to test them, unless there was complaint of weakness; boring weakens them; when a bridge is complained of, the track master, if he needs counsel, calls for me, and we run over several times with a locomotive, and see where it gives; then we test it also by hammering, and if we thus do not find the defect, we bore the timbers; we find timbers sometimes sound in appearance, but all rotten inside; we cannot tell such timbers by hammering, unless the shell is very thin; we have tested bridges by leaving two locomotives to stand upon them.

"I never have thought it was necessary, as a general rule, to bore timbers in bridges every year or two to test their soundness; this is the first bridge we have ever had fall; we have had cords break, and other parts of bridges, and the bridge not fall."

William A. Everts, track-master of the road, thought that the middle cord was not bastard elm. He had examined the bridge as to its soundness last week, by thumping on the cords and timbers with a hammer; tried then the lower cord of the middle truss by striking on both sides. He had no recollection of Crandall's showing him chips indicating the decayed condition of the wood, but from examination of the bridge since the disaster, he thought that when standing it was not a safe bridge for railroad purposes. He stated that when constructing the bridge he rejected one of the timbers at Crandall's suggestion, but had no recollection of any question being made of the unsoundness of any of the cords. He thought the only reliable way to test the soundness of the heart of a piece of timber was to bore it, and that the wood was not weakened by the process.

The Coroner's Jury in the case of the Sauquoit disaster have agreed on their verdict. The feeling of the jurors is understood to have been unanimous at once. The verdict is:

"We find that the persons whose bodies have been viewed by us came to their death by the giving way of the bridge of the New York Central Railroad, crossing the Sauquoit creek, in the town of Whitestown, Oneida county, on the morning of the 11th of May, and they were all passengers on the Cincinnati Express train coming East. The

deaths were caused by the insecurity of the bridge, owing to the same being decayed and rotten. A portion of the bridge was constructed of inferior timber, the same being bastard elm. We find the deaths were caused by culpable neglect on the part of the Central Railroad Company in not causing this bridge to be properly examined."

Railroad from Bowling Green to the Tennessee Line.

(Correspondence of the Louisville Democrat.)

MEMPHIS, TENN., May 8, 1858.

Messrs. EDITORS:—Your city readers, for whom these remarks are more particularly intended, will pardon any seeming obtrusion on my part, in consideration of the important subject to which I desire, briefly, to call their attention.

A direct railroad communication betwixt Louisville and Memphis, and by the latter place to New Orleans, is certainly a matter of the highest importance; and one, too, which, it is believed, is fully appreciated by the people of Tennessee; but, as yet, they have not been advised of any efficient action on the part of your city, that contemplates an early completion of so important a work.

The writer is not familiar with the commercial progress of your city, nor does he profess to know the influence that the lines of road lying north of that place have exercised upon its prosperity. But no stranger can consult a railroad map, without being impressed with the opinion, however erroneous, that they have been located with a view to other interests, and that their operation has been detrimental, rather than beneficial to Louisville.—But be this as it may, if the commercial progress of Louisville is to be materially advanced by the enterprise of her citizens, it must be effected by opening new avenues of trade with the South and Southwest. The Louisville and Nashville road was wisely determined on, and was the first important step in the proper direction. This work, when completed, will, doubtless, repay more than a hundred fold the liberality and enterprise of its friends. But this road, important as it is, is by no means all that is demanded by the commercial necessities of your city. Other enterprises call for the active and liberal efforts of Louisville, and a failure on its part to devise measures for their early prosecution will, of necessity, be attended with injury to its interests. As has been intimated, the lines of road lying North of you have given the go-by to your city, and those on the South will only tend more completely to isolate what has been considered a great commercial centre. This will and must be the result, unless timely efforts are put forth to make Louisville a central point for some of the railroad lines that are now rapidly filling up in the Mississippi Valley. At present the roads in progress from the gulf cities, are intended to fall into other lines running North and South of Louisville; and while these lines of road will take the entire through travel of the Mississippi Valley past Louisville, they will, with equal certainty, divert its trade to other more accessible places. We now have, from Memphis, a continuous line of railway, through East Tennessee and Virginia, to New York and Boston. As also, with the cities on the South Atlantic seaboard, through the State of Georgia. The Mobile and Ohio Railroad will, in a short time, be completed to Kentucky City. The line of roads from New Orleans by way of Jackson, Grenada, and Canton, in Mississippi, to Jackson, in Tennessee, where it falls into the Mobile and Ohio, will almost certainly be finished during the next year. The line of roads from Memphis South to New Orleans, will be completed, it is thought, within the same time. There is, in fact, only a gap of 80 miles to complete the line to New Orleans, and this is in course of rapid construction. From Memphis towards the North, there is the Memphis and Ohio road to Paris, in Henry county, a distance of 130 miles; of this line, 57 miles are in operation from Memphis to Brownsville, and the remainder under contract, with a large portion of the local work already done. The Memphis, Clarksville and Louisville road, begins at Paris, and passing by Clarksville, on the Cumberland river, terminates at your State line, in the direction of Bowling Green. The

whole distance from Memphis to the State line, is something less than 210 miles. Of this line of roads, more than one-fourth is now completed; the larger portion of the balance is under contract and in progress. The means have been raised to prepare the road-bed for the iron rail, except twenty-four miles lying between Paris and the Tennessee river; and the requisite sum for ironing and equipping the whole road, is also provided by the State of Tennessee. The sum necessary to grade the twenty-four miles referred to can be easily raised.

The foregoing statement of facts, if believed, and it is certainly true, should at once admonish your "good citizens of the importance of immediate action on their part." If Louisville is to be placed in direct connection with the great trading points of the South, it can be effected by building the contemplated branch road from Bowling Green to the Tennessee line. The distance is under fifty miles, and the entire cost, I am assured, will not exceed \$800,000. Of this sum, it is said, nearly one-half has been pledged or subscribed in Southern Kentucky, and the whole amount required of your city will probably fall short of a half million of dollars. When we look at the population and resources of Louisville, this sum does not sound very large; but if the objects to be accomplished are taken into the account, such an outlay is positively insignificant. The building of the Bowling Green road will place Louisville at the head of one of the most important lines of road in the valley of the Mississippi. It will be in direct connection with Mobile and New Orleans, and will have a choice of routes to the former city, either by the way of Memphis or Jackson, in Tennessee. Its merchants and traders, by this means, will be placed in successful competition for the trade of the immense producing regions of the South, and, in fact, the completion of such a line of road would effectually relieve your city from the fear of decay in its business, which must at present disturb the calculations of the most sanguine.

Permit me further to suggest that, if early steps be taken to carry forward the Bowling Green road it would have a decided and salutary influence upon the Tennessee portion of this line. It would encourage and stimulate the efforts of our Co's; for they would see in the movement of Louisville, the certain promise that their road in Tennessee would become a great through line, instead of merely being a local work.

The building of the Louisville and Nashville road has become a fixed fact; no one doubts it; but with this exception, I must be pardoned for saying that our people lack confidence in the success of any enterprise that points towards Kentucky, and which has to depend on your citizens for its completion. This distrust to a certain extent, has an injurious influence on such undertakings, and of course should not be indulged. But, at the same time, our skepticism may be pardoned, when it is recollected that our people have built turnpike roads from various points to the State line, but they were carried no further; and the only consolation they received was the poor privilege of standing at the end of their labors and contemplating Kentucky enterprise, as it was mirrored upon the face of the deep mud holes and water-pools that lay before them. Let me remark; also, that our State is vigorously prosecuting a system of railroad improvements, and while we have invited our Southern neighbors to enter our borders, we have always been ready to unite with them in carrying on the great works which they had projected. The State of South Carolina is at this time literally boring her way through the mountains, in order to reach our State line in the direction of Knoxville. Upon this road of 196 miles, there has already been expended about four millions of dollars, and it will acquire six millions more to complete it.—Two companies in East Tennessee have been organized to carry the road through our State by the way of Knoxville to the Kentucky line. No doubt rests upon the success of the work to that point; but we have little encouragement from Kentucky. We duly appreciate the labors of Gen. Combs and others in trying to arouse the dormant energies of

their friends; but the note of success has not yet been sounded. I might also point to the Edgefield and Kentucky road, whose friends suffer from the tardy action of their Kentucky brethren. But I forbear, lest you will think me censorious, when in fact, I am writing with the best and kindest feelings. It is true that Kentucky lies like a sleeping giant across the path of Tennessee improvement, and it is time that it had waked up from its Rip Van Winkle slumbers. But, Messrs. Editors, let me ask that you and your brethren of the press in Louisville, give the subject matter of this note such consideration as in your judgement it deserves; and may we in the South not hope that such action will be taken as will insure the speedy completion of the Bowling Green road. When that is done, and not till then, you will have insured the complete safety and progress of your city.

Yours, truly,

R. G. PAYNE.

New Routes for Travel.

The completion of the Jackson Railroad to Canton, gives great facilities for rapid communication with the North and East, which are about to be opened to our citizens in time for the annual summer travel, which will shortly set northward.

Arrangements have been made by Col. Samuel Tate, the President of the Memphis and Charleston Railroad Company, who has just left this city for home, after making them, by which the Jackson Railroad is made the main stem of a through route by several diverging lines, upon each of which through tickets will be sold in this city.

The arrangements include the Jackson Company for the use of their road to Jackson and Canton; Southern Company, whose road crosses the Jackson road at Jackson and extends to Vicksburg; the Mississippi Central road, which is completed to Goodman in Mississippi, from which place stages will transport passengers over the unfinished road eighty-two miles to Water Valley on the upper section, and thence the railroad transportation will continue to the junction with the Charleston and Memphis road, which is within three hours of Memphis northwardly, and eastwardly extends to Charleston, Savannah, and all the southern Atlantic cities; and by the East Tennessee and Virginia road directly to the Virginia Springs, Washington City, Baltimore, and the northern Atlantic cities.

Passengers wishing to avoid the staging can go by railroad to Vicksburg, and thence by steamer to Memphis, and take the railroad thence; or, when time is of little importance, they may take the packet directly to Memphis, and the railroad thence. On the East Tennessee Railroad, the gap for staging was reduced about the middle of this month to only thirteen miles, and the whole is promised to be closed up, and the cars will run without interruption all the way, by the 1st of May. Passengers may thus obtain through tickets via the packet line and Memphis, via the Jackson Railroad, Vicksburg and Memphis, or via the Jackson road, the Mississippi Central and Grand Junction to the Memphis and Charleston Railroad, and via that road on any preferred route, to any of the principal places of the North and East.

The schedule time by the last named route, via the Jackson road and the Mississippi Central, is to be four days and a half to New York; and the parties have offered to contract for the delivery of the great northern mail within that time. This includes eighty-two miles of staging in Mississippi. The prospects for the completion of the railroad on that line are very encouraging. The whole of the track has been graded, and iron provided for a considerable proportion. The Central Company are now endeavoring to negotiate in New York for the purchase of the iron, and it is confidently believed that the contract will be made, in which event the entire road will be ready for use by the beginning of next year, and the schedule time from here to New York will be reduced to three days and six hours.

When the details of the present arrangements are all completed, which it is promised will be

within a short time, they will be announced, that travelers may know where and under what regulations to obtain through tickets.

These routes, lying entirely within Southern States, are particularly worthy of the favor of persons traveling with their families, and servants, as well as on more general grounds, and when they come recommended besides as well-managed, expeditious and comfortable, and at rates not higher than other lines, they ought to have a very decided preference.—*New Orleans Picayune, April 22.*

Cost of Locomotive Repairs.

In the statement in regard to locomotive repairs, given in the JOURNAL of the 8th, the cost of repairs on the Richmond and Petersburg is erroneously given, in consequence of the cost of repairs to locomotives and cars being placed under the same head. The cost of locomotive repairs for the year should have been \$7,699.80—or \$0.082 per mile run—instead of \$17,312.53—or \$0.181 per mile run. This shows a good degree of economy on the part of the above road.

Banking in New York.

The following circular, issued by the Metropolitan Bank, gives a somewhat different version of our Banking system from that contained in the Report of the Bank Superintendent, the substance of which was published in the JOURNAL, at the time of its issue:

METROPOLITAN BANK, N. Y., May 17, 1858.

Since the issue of our circular of the 1st inst., wherein we proposed to reduce to one-eighth, the discount on State currency, to New York State Banks only, retaining the former rate (one quarter per cent.) to all other parties in and out of this State, this bank has received many letters, inquiring whether a return to the old rate is probable, in case the Albany Clearing House should discontinue its operations.

In reply to such inquiries we would say, that a change was very reluctantly made from rates established seven years ago, and consistently maintained ever since, whether money was worth five per cent. a year or five per cent. a month.

The American Exchange Bank, too, having voluntarily relinquished the business of assorting State currency, we thought that circumstance might be regarded by the country banks, as an evidence that our margin was sufficiently small.

Besides which, the then existing arrangement seemed fair and alike beneficial to the country and the city, so that, in equity, there appeared to be no necessity for a change; and so long as the Albany Clearing House confined its operations to country banks none was made; but when it employed parties here to take New York State money, in this city, on terms more favorable than this bank was taking it, self-defence required that we should offer additional inducement to the country banks, to continue their business with this city, and to our city banks we proposed, and now offer, terms equally as favorable as those offered by the Albany Clearing House, and the same that our own depositors and correspondents enjoy. Deeming it desirable for the welfare of both country and city, that the uncurrent money business of this city should not again be controlled by uncurrent money brokers, or be transferred to Albany.

These various considerations, prompted, and seemed to necessitate the change, and although reluctantly made, yet having now been fairly established, we do not contemplate a return to former rates, nor any other change, either to increase the discount, or reduce it still more, unless circumstances should arise to require and justify some further modification.

The country banks of this State have it in their power, it is believed, so to co-operate with the Metropolitan Bank as to secure a continuance of the present mode. If, for instance, they will send, either directly to this bank, or, if they prefer it, to

their correspondents here, (sealed up separately from their par money,) such New York currency, and such only, as they shall receive in the usual course of their business, at one-eighth, and send in like manner, at one-quarter per cent., such as they may receive from brokers and foreign correspondents; (thus enabling this bank to get a fair proportion of the whole at one-quarter per cent.) then in that case, the Metropolitan Bank could continue the present liberal course towards the country banks, taking their regular receipts at one-eighth, and allowing them one-eighth on their own redemptions.

But we desire to be distinctly understood as not requiring or asking any bank to keep its account with this bank, in order to avail itself of the one-eighth per cent. rate. The suggestion was made to send it directly to this bank, merely to give us an opportunity to judge whether we were assorting legitimate country bank money, or money which had been bought, say at one-quarter per cent. discount, by dealers in uncurrent money, and then sent indirectly to us by some country bank. If, therefore, you choose to send your packages to your correspondent here, sealed up and marked with the name of your bank, it will be equally acceptable to us.

It is to be presumed that the last annual report of the Bank Superintendent to the Legislature has attracted the attention of most of the bankers of this State, as well as many others, partly because of its extended remarks on finance and banking in general, and partly from the particular comments on the course of the American Exchange and Metropolitan Banks, the redeeming agents of State currency in the city during the monetary revulsion of last autumn.

It seems necessary to state a few facts relating to this subject. They will doubtless surprise the Superintendent, and perhaps some, though certainly not all the country bankers. Full information, we may observe, would have been gladly communicated to the head of the Banking Department, had the managers of the Metropolitan Bank suspected that its strenuous efforts to aid the country Banks, and to sustain the credit of the State currency, were unknown to the Superintendent, or had they entertained the remotest idea that their exertions were likely to be so misunderstood. But to the facts:

On the 26th day of September last, the day referred to in the Bank Superintendent's report, (where he speaks of the position of this bank to the country banks,) the interior banks of this State were indebted to this bank in the sum of \$1,212,000. In addition to which there had been discounted for them about \$200,000, making in the aggregate over \$1,400,000 due from country banks in this State to the Metropolitan Bank in the height of the panic of 1857.

The amount due from this bank to the New York State Banks was \$689,000, showing a net balance against the interior banks of more than \$700,000.

Yet the Superintendent, in his report, supposed that the two redeeming banks—American Exchange and Metropolitan—were indebted to the interior banks, over a million of dollars; whereas, on the contrary, those interior banks owed the two redeeming banks at that very time about a million of dollars.

As the foregoing figures speak for themselves, it is scarcely worth while to pursue the subject further. The result differs very materially from the conclusions, however honestly arrived at, of the Bank Superintendent. And the statement exhibits, no doubt, a much larger accommodation granted to the country banks by the Metropolitan than the report of the Bank Superintendent prepared your minds to expect. The facts, however, are indisputable. It is now for you to judge whether, on the whole, any other general system than the one which has worked in practice so beneficially can be successfully carried out—securing more advantages and facilities, combined with equal safety to all. With respect,

GEORGE I. SENEY, Cashier.

Long Island Railroad.

We have received a pamphlet copy of the fourteenth Annual Report of the Long Island Railroad Company, for the fiscal year ending March 31st, 1858. We learn from it that the receipts of the road for the year have been \$325,313 13, whilst the expenses were \$269,127, showing a net profit for the year of \$56,186 13. The increase for the year was \$17,528 72, and the expenses of the Company were reduced to the extent of \$20,744 84. The President of the Company, in making up his report, says that the balance, as above stated, has been invested and disposed of. A reference to that statement shows that there has been invested for the Company the sum of \$42,432 49, and that the remaining portion of the profit for the year was disbursed mainly in the payment of old debts.

The financial condition of the Company is thus stated in the report:—

1st April, 1858.

New York State Loan, first lien, at 6 per cent., due 1st August, 1861, or 1st August, 1876, at 5 per cent., as per Act passed March 20th, 1858; \$1,000 is paid annually as a sinking fund \$100,000 00
The amount to the credit of the Company, as per Comptroller's Report to the Legislature, January, 1858.. 23,111 62

Morris Canal Bank Loan, with interest to 1st of April, 1858, in suit between the estate of A. G. Thompson and Jesse Hoyt, amount of bonds, \$25,035 36 40,390 34
Hempstead Branch Loan Bonds 300 00
Loan of 1850, Mortgage Bonds, due in 1870 500,000 00
Interest Coupons, past due, not presented 1,020 00
Old claims, all past due, not presented 19,968 74
Rent due in April, May and July, 1858 3,626 03
Mortgage on purchase of depot lots at Bedford, of much greater value than mortgage 5,000 00

\$647,193 49
Stock account, 60,000 shares, at \$50 each 3,000,000 00
\$3,647,193 49

The Company hold of Mortgage Loan of 1850 \$53,000 00
The stock of Syosset Branch Company, 1,000 00
Of their own stock, par value \$50, 2,000 shares 100,000 00
Ferry Fund 13,333 33
Other investments 39,410 00
Due from the Post Office Department, 1st of April 2,056 25

Alexandria, Loudoun and Hampshire R. R.

The forces on the Alexandria, Loudoun and Hampshire Railroad are busy in the prosecution of the work on this improvement, and we are glad to learn that they expect to increase the force considerably at an early day. They are now erecting a massive and substantial stone bridge over the road where the turnpike crosses it at Clarke's Gap. The structure will be of heavy and beautiful material, and put up in a manner equal with the other masonry on the work which has elicited such general admiration for its substantial and finished appearance. A few months' work will clear up all the graduation between Clarke's Gap and Alexandria, ready for the rails—which are expected to be laid by next Spring to that point—when the energies of the company will be applied to urging on the work, with all possible speed, to the Valley of Virginia. The recent appropriations have placed

this road upon a sure basis, and it is destined to be one of the main improvements of the State.—*Leesburg Washingtonian*.

Don Pedro II. Railroad.

RAILROAD INAUGURATION IN BRAZIL.—We find in the *Rio Jornal do Commercio* of March 30, an interesting account of the opening of the Don Pedro Segundo Railway, on the day before:

The Emperor and Empress were present, with an immense and enthusiastic concourse of people, whose loyal *vivas*, mingled with salvos of artillery, infantry and fire crackers, demonstrated their joy and pride in the event.

The ceremony of inauguration began with a religious service, conducted by the bishop, who blessed the locomotives, the cars and the road. The President of the Company, Sr. Christiano Benedicto Ottoni, then made an address to the Emperor, whose brief reply we give in full:

"Senhores Directors, the nation recognizes your persevering efforts in behalf of an enterprise so important to this wide empire. Filled with the utmost joy at the auspicious event we are now celebrating, I pray God to grant me a long life, in which to see Brazilians always friends, always happy, and always advancing, with the increasing rapidity of civilization, towards the brilliant future for which Providence has destined us."

Three trains, with invited guests, then started for the station of Quiemadas, thirty-two miles distant. The engines were named Brazil, Emperor and Empress. Their majesties went in the second train, and on returning to the capital, after an absence of nearly five hours, they condescended to accept a "splendid glass of water," offered them by the Directors at the station house. This meant, we presume, a lunch, or perhaps merely what we call "a drink."

The Emperor closed his share in the performances by conferring the commission of Councillor of State upon President Ottoni, and bestowing the order of "Christ" upon each of the Directors.

The section of the road thus opened does not extend beyond forty miles, and was built by English engineers. The remaining sections, about one hundred miles additional, are under the charge of Col. C. F. M. Garnett, of Virginia, whose professional skill and ability have given him a deservedly high reputation among American engineers. The portion yet remaining to be built is the most difficult, crossing a high chain of mountains. The fact is significant that American engineers have been employed for this service. The company have a capital of \$20,000,000, and a guarantee from the Brazilian government. This is, we believe, the first extensive work of the kind ever undertaken in South America.

East Tennessee and Virginia Railroad.

The Lynchburg *Virginian* announces the completion of the East Tennessee and Virginia Railroad. The event is to be celebrated at Knoxville on the 3d day of June next. This road completes the connection of the Virginia and Tennessee with the Southern system of roads.

Marietta and Cincinnati Railroad.

Noah L. Wilson, Esq., has resigned the Presidency of this company; the same to take effect on the first day of next month. It is understood to be the fixed determination of Mr. W. not to accept a re-election under any circumstances. William P. Cutler is spoken of for his successor, but this will be decided at the meeting to be held at Chillicothe on the 20th.

In this resignation the Marietta Company loses the active official services of the ablest men among all the able Directors who have devoted their energies to the building of this, the most important railroad in the State of Ohio. We know that in speaking thus of Mr. Wilson we only publish the expression of every one among his associates in the

Board. He has devoted his time and strength to the great public work of Southern Ohio, without realizing a pecuniary benefit, and to the neglect of large interests in other directions.—*Cin. Com.*

The Transit Railroad.

Much inquiry has of late been made, and many speculations been indulged in, as to whether the Transit Railroad Company intended to commence operations immediately upon their line, or whether they intend to sell out the road to other parties. This latter inquiry we have always looked upon as having an origin in the brain of mere speculative skeptics, and now think it hardly worthy of the consideration of an answer. There need be no apprehension, we are fully satisfied, on the part of the public, that the Directory of the Transit Company will sell out their road. We are satisfied that such an idea has never been dreamed of by the Company, much less suggested at a meeting of their Board of Directors. Changes may take place in the Directory, (and we believe that the interests of the Company demand that there should,) and some of its stockholders may sell out, as has ever been the case in all corporations, but the Transit Road will not change Companies.

The Board of Directors, at meetings held during the last and present weeks, determined upon the immediate commencement of the work. They have offers from the most responsible contractors, for the building of the entire line from Winona to Rochester. These parties are now in Winona with the necessary funds to build the first twenty-five or fifty miles of the road, and they offer to so contract with the Company, and further, to have the cars running from Winona to Rochester by the 1st day of August, 1859.

It is generally understood that the Company will let the Road within the next ten days. If they do so, there will be one thousand men at work upon it within the next ten days. We do not make these statements at random, or from hearsay, but have authority from the Directory of the Company and from contractors, for saying so. The idle and foolish story of the intention of the Company to sell out the road, and thus delay its construction several years, is the mere creation of some fanciful wisecracks who know nothing about the intentions of the Company. Therefore, those who have been alarmed by the report, may quiet their fears. The Transit Company's Directory are men of too much financial shrewdness to part with a project which will ensure such certain and remunerative returns, and too honorable as men to attempt so great a wrong upon the community in which they reside, and to whom they stand solemnly pledged to put the work under contract at once, and push it, with all energy, to a speedy completion.—*Rochester (Wis.) Dem., May 1.*

North Branch Canal.

The Bradford (Pa.) *Argus* says that the North Branch Canal has been purchased from the Sunbury and Erie Railroad Company, to whom it was recently sold by the State, under the act of the Legislature; thus making the work what it should be, a North Branch improvement. The price to be paid for the canal from the Northumberland to the New York State line is \$1,500,000. The works will be put in navigable order at the earliest possible period.

Milwaukee and Mississippi Railroad.

This Company have made an arrangement with the Chicago and Galena Railroad Co., by which freight can go from Galena to Milwaukee, without breaking bulk. The connection is made west of Janesville, so that that city is greatly benefited by the connection made.

NOTICE

TO CONTRACTORS FOR MASONRY.

THE undersigned wishes to let 4,000 cubic yards of Bridge and Culvert Masonry, to be built during the current year. Parties wishing information will call in person at the Engineer's office in Norfolk, Va.

WILLIAM MAHONEY, Chief Engineer,
Norfolk, Va., May 11th, 1858, 4120

TO CONTRACTORS.

SEALED Proposals for the Grading, Ballasting and Track laying of 8½ miles of the Junction and Breakwater Railroad, extending from its junction with the Del. R. R. at Clark's Corner, to the town of Milford will be received by the undersigned until the 10th proximo; upon which day the proposals will be opened and the one being declared.

All necessary information can be obtained at the Engineer's office in this place.

P. F. CAUSEY, Pres. J. & B. W. R. R. Co.
JOHN DALE, Chief Engineer.
Milford, Kent Co., Del., May 8, 1858. 4120

GEORGE PACE & CO.,

Manufacturers of

Patent Portable Circular

SAW MILLS,

Also, PORTABLE Steam

ENGINES,

No. 5 Schroeder St.,

BALTIMORE, MD.



RAILROAD COMPANIES established or in course of formation, Secretaries and others desirous of having Reports, Prospectuses, Accounts and Estimates prepared for publication can obtain the services of an experienced person at a moderate price. Address T. T. at this office. 3m15

OFFICE OF THE MILWAUKEE AND HORICON R. R. CO.,
No. 33 Pine st., NEW YORK, April 5th, 1858.

THE Office of this Company having been removed to No. 33 Pine st., Interest Coupons will be paid at this office as follows: Coupons of the 1st mortgage bonds, payable in 1878 (2d issue), will be paid on presentation; Interest Coupons of the bonds of the City of Milwaukee, issued to aid in the construction of this Company's road, will be paid on and after the 15th day of May next, and the Interest Coupons of the Farm mortgage bonds will be paid on and after the 1st day of June next. 5c18 J. B. SMITH, President.

FOR SALE.

40 PLATFORM CARS of superior quality, 28 feet long, 4 ft. 8½ in. gauge, at a great bargain.

- ALSO
- 3 Locomotives, 30 Tons, 18x22 Cylinder, 6 four feet Drivers, 4 ft. 8½ in. Gauge.
 - 3 Locomotives, 25 Tons, 16x20 Cylinder, 4 five feet Drivers, 4 ft. 8½ in. Gauge.
 - 7 Locomotives, 23 Tons, 16x22 Cylinder, 4 five feet Drivers, 4 ft. 8½ in. Gauge.
 - 3 Locomotives, 25 Tons, 14x22 Cylinder, 4 six feet Drivers, 6 ft. Gauge.
 - 3 Locomotives, 19 Tons, 12x22 Cylinder, 4 five feet Drivers, 5 ft. Gauge.

For further particulars apply to

DAVIS & KASSON,
New York, April 22, 1858. 1m 47 Exchange Place.

PASSENGER AND FREIGHT CARS.

8 FIRST CLASS, 60-seat Passenger Cars for sale. They are 10 feet 4 inches wide, built in the most approved and substantial style of the very best materials throughout, and can be finished for any Gauge desired.

ALSO

10 First Class Box Cattle Cars, 6 feet wide, 26 feet long, 6 ft. Gauge. Can be used for either Freight or Cattle carrying. Will be sold in lots to suit purchasers.

Apply to DAVIS & KASSON,
New York, April 22, 1858. 2m 47 Exchange Place.

5 NEW LOCOMOTIVES,
2 60-Seat First Class Passenger Cars,
15 Second Hand Gravel Cars.

THE Engines are made by one of the best New England makers and will be sold very low for cash or satisfactory security, viz:—

- 2 FREIGHT ENGINES, 15x24, 5 f., 140, 11x2 in.
- 1 PASSENGER do. 15x24, 6 f., 140, 11x2 in.
- 1 do. do. 15x22, 5½ f. wheel.
- 1 do. do. 14x20, 5½ f., 11½, 10x2 in.

All 4 f. 8½ in. gauge, link motion.

WILLIAMS & PAGE,
44 Water St., Boston, Mass. 2m15

Railroad Iron.

1,000 TONS Railroad Iron, weighing about 58 lbs. per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by
VOSE, LIVINGSTON & CO.,
August 1st, 1857. 9 South William st.

Notice to Contractors.



ALBANY & SUSQUEHANNA R. R.

SEALED Proposals will be received by the undersigned, at the office of the Albany and Susquehanna Railroad Company, 73 State street, Albany, until Monday, the 31st day of May next, at 10 o'clock A. M., for the grading, masonry, bridging and fencing, of 55 miles of the line of the Albany and Susquehanna Railroad, extending from the city of Albany to the village of East Worcester, Oswego county.

The line will be divided into convenient sections, and proposals are invited for separate sections of the work, or for the whole line.

The line will be ready for examination by contractors, and maps, plans and specifications of the work may be examined at the Engineer's office, Albany, on and after the 15th of May, and Black proposals with all necessary information, will also be furnished to those wishing to propose.

Proposals should be enclosed and endorsed "Proposals," and directed to the undersigned.

The proposals which may be received in pursuance of this notice, will be opened by the undersigned at the time specified, and canvassed, and the result of such canvass will be reported to the Board of Directors, who will convene for the purpose of their examination on Wednesday, the 2d day of June next.

Persons proposing for work, who may be unknown to the undersigned, or some member of the Board of Directors, will be required to present satisfactory references.

The right to reject any and all proposals, as may be deemed for the interests of the Company, is expressly reserved to the Board of Directors.

By order of the Board,
C. W. WENTZ, Chief Engineer.
Albany, 20th April, 1858. 6117

NOTICE TO

BRICK AND BRIDGE CONTRACTORS.

THE brick-work of the Tombigbee and Black Warrior bridges, on the North-East and South-West Alabama Railroad, will be let for cash, to the lowest responsible bidder on the 1st day of July, 1858.

Proposals for this work will be received at the Engineer's office in Eutaw, Greene County, Alabama, until the day of letting; bids for the brick-work of one or both bridges will be considered.

About 2,000,000 bricks, in nearly equal amounts, at the two bridges, will be required. The bricks are to be of the best quality; and their suitability for the intended purpose is to be decided by the Engineer of the Company. Bidders must state the place at which they propose to make the bricks. To enable the Contractor to work during the low water season, the Company will have at each bridge site several hundred barrels of Cement.

Plans and specifications will be exhibited at the Eutaw office on and after the 15th day of May next.

Satisfactory evidence of the ability of the Contractor to complete his contract will be required.

The superstructure of these bridges, about 650 feet at each bridge, including the draw, will be let out this year at a later date, but propositions covering both brick-work and superstructure will be considered at the above letting.

The bridges are at Jones' Bluff on the Tombigbee, and Finch's Ferry on the Black Warrior, both healthy localities and accessible to steamboats till summer sets in fairly.

R. E. RODES, Chief Eng'r,
1st Division, N. E. & S. W. A. R. R.

Wednesday, March 10, 1858.

The Superstructure of the above Bridges will be let out on the day appointed for letting out the Brick work, "1st JULY, 1858."

6116 R. E. RODES, Chief Eng'r, 1st Div., etc.

RAILROAD MAP.

A NEW AND COMPLETE

LITHOGRAPHIC (COUNTY) MAP

OF ALL THE

RAILROADS IN THE UNITED STATES

AND CANADAS,

IN OPERATION, PROGRESS AND PROJECTED,

Always corrected to latest dates,

IS PUBLISHED AT THE

AMERICAN RAILROAD JOURNAL OFFICE.

Price of Pocket Edition, by mail, pre-paid \$1.00
" Mounted on Rollers 3.00
" " " Colored in Counties 5.00

RAILROAD IRON

AT ELMIRA, N. Y.

THE subscribers have American Railroad Iron for sale as above; also Welsh Iron in New York and other markets.

FABER, PERKINS & CO.,
April, 1858. 3m15 Brokers, New York

Railroad Iron.

700 TONS, about, or in store, of "W. Crawshaw's" make. For sale by

THEODORE DEHON,

10 Wall st., near Broadway, New York.

WATER GAUGES

THAT cannot go wrong or get out of order, and will stand a steam pressure from 100 lbs. to 500 lbs., either for LOCOMOTIVE, STATIONARY, or MARINE BOILERS.

NEWBY, WARRENPOINT, AND ROSTREY RAILWAY,
General Superintendent's Office,
Newry, February 2, 1857.

Sir—I have great pleasure in being able to bear testimony to the superiority of your Gauge Glasses, for Locomotive purposes, over any other maker's that I have used, during a period of more than twenty years, on one of the principal lines in England. I have now had your Gauge Glasses in use in Ireland on the above line, in our engines, since August, 1856, and I am glad to say that I have not had one broken during that time; and I must say, it is a great desideratum having good Gauge Glasses as regards the safety of Locomotive Engines. Yours

WM. MADDISON,
Superintendent.

Mr. E. TOMES, Perth, Scotland.

REFER TO

London & North-Western, Scotch Central, Edinburgh and Glasgow, Eastern Counties, Derby Midland, Scottish Midland, and all the principal Locomotive Superintendents in Britain. Price from 12s. a dozen and upwards.

ENOCH TOMES, Maker,
Perth, Scotland.

VAN RIPER'S DINING SALOON.

Nos. 34 and 34½ Pine Street.

MERCHANTS and others doing business in the vicinity of the Custom House, should patronize this well conducted establishment.

Every care will be taken to give satisfaction to the most fastidious, and the proprietor feels confident in his ability to please those of his friends and strangers who may favor him with a call.

THEODORE VAN RIPER, Prop'r.

SAWYER, TINKER & CO.,

MANUFACTURERS OF

COTTON DUCK,

For Car Roofing, of all widths, up to 140 in.

PATENT COTTON BELTING, cost about one-third of Leather,
OFFICE, 86 CEDAR ST., NEW YORK.

A. N. GRAY, Cleveland, O.,

RECEIVER AND FORWARDER OF

RAILROAD IRON, CHAIRS & SPIKES.

Also Cars, Locomotives,

AND ALL KINDS OF

MACHINERY FOR RAILROAD PURPOSES.

Office, next door to the Custom House, Main street.

CEMENT, PLASTER, ETC.**THE HUDSON RIVER CEMENT CO.**

HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh ROSENDALE CEMENT, CALCINED PLASTER, FARMERS' PLASTER and MARBLE DUST. Address

HUDSON RIVER CEMENT COMPANY,
1712 Jersey City, N. J.

THE RAILROAD IRON MILL COMPANY,

CLEVELAND, OHIO,

MANUFACTURERS EXCLUSIVELY OF

RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited

From Roads in other sections of the country; and work will be made with New Iron in the beds, if desired.

Apply to

ALBERT G. SMITH,

President of the Incorporation.

February, 1856.

THE KASSON LOCOMOTIVE EXPRESS CO.,

CAPITAL \$200,000.

General Office, BUFFALO, N. Y. Treasurer's Office, N. Y. W. M. KASSON, President. W. MARSH KASSON, JAMES G. DUDLEY, Secy. 47 Exchange Place.

BENJ. H. LATROBE,

CIVIL ENGINEER.

HAS ASSOCIATED WITH HIM PROFESSIONALLY

ALBERT FINK, Civil Engineer.

HE may be consulted or addressed at his office in the City of BALTIMORE upon questions relating to the Location, Construction and Operation of Railways, and especially in reference to the plans of Bridges, Station buildings and arrangements, and Railway Architecture generally.

RAILROAD IRON.

The Crescent Manufacturing Company,
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms. Address

N. WILKINSON, Secy.,
WHEELING, VA.

RAILROAD IRON.**CONTRACTS FOR RAILS,**

AT A FIXED PRICE OR ON COMMISSION,

DELIVERED AT AN ENGLISH PORT,

Or at a Port in United States,

WILL BE MADE BY THE UNDERSIGNED,

THEODORE DEHON,

10 Wall st., near Broadway, New York.

500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.

The undersigned, Agents for leading Manufacturers in

STAFFORDSHIRE AND WALES,

ARE PREPARED TO CONTRACT FOR DELIVERY

On board ship at Liverpool, or Welsh port.

C. CONGREVE & SON,

13 Cliff st., N. Y.

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,

TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new or for re-manufacturing.

JOHN A. GRISWOLD, Agent,

Troy, N. Y.

New York Agent:

R. A. QUINTARD, corner of Wall st. and Broadway.

RAILROAD IRON.

The Undersigned, Agents for the Manufacturers,

ARE PREPARED TO CONTRACT TO DELIVER

Free on Board at Shipping Ports in England, or

At Ports of Discharge in the United States,

RAILS OF SUPERIOR QUALITY,

And of Weight or Pattern as may be required.

VOSE, LIVINGSTON & CO.,

New York, Aug. 1, 1855. 9 South William Street.

RAILROAD IRON AND**COMMON BARS.**

THE UNDERSIGNED,

Sole Agents to Messrs. GUEST & CO.,

The Proprietors of the Downlains Iron Works,

Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON.

The Subscribers, Agents for the Manufacturers,

ARE PREPARED TO CONTRACT FOR THE

DELIVERY OF RAILROAD IRON AT ANY PORT

in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,

Boston, June, 1851. 29 Central Wharf.

Railroad Iron.

2,500 TONS Railroad Iron, 56 and 58 lbs. per yard, English Manufacture, now ready for delivery.

Also: 2,500 Tons American Rails, "Erie" pattern, 58 lbs. per yard. A. S. & A. G. WHITON 72 Pine st.

IRON BOILER FLUES.**Lap-Welded Boiler Flues,**

1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,

From ¼ to 5 inches bore, with Screw and Socket

Connections. T's, L's, Stops, Valves, Flanges,

&c., &c.

MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,**PASCAL IRON WORKS.**

Established 1821.

Warehouse—209 South Third st.,

PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.

CHAS. WHEELER, JR.,
STEPHEN P. M. TASKER.

MORRIS & JONES & CO.,**IRON MERCHANTS,**

MARKET AND SIXTEENTH STREETS,

PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE,

BOILER RIVETS,

OUT NAILS and SPIKES,

CAR AXLES,

RAILROAD IRON,

PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of Iron can be executed.

August 16, 1854.

1y38

RAILROAD IRON & CHAIRS.**THE LACKAWANNA IRON AND COAL CO.**

Are now prepared with increased facilities to contract for

RAILS AND CHAIRS

At their Works at SCRANTON, PENNA.

Address J. H. SCRANTON, Pres't, at SCRANTON,

or, THEO. STURGES, Treas., 46 Exchange Place, New York.

STEEL, FILES, &c.**R. GROVES & SONS,****SHEFFIELD, ENGLAND,**

MANUFACTURERS of warranted Cast Steel, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, Cast Steel Files of high reputation, especially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK



CHAS. CONGREVE & SON, Agents,

13 Cliff street, N. Y.

RAILROAD IRON.**WOOD, MORRELL & CO.,**

Having leased the extensive Works of the

Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

Philadelphia Office, North Penna. R. R. Building,

No. 407 Walnut st.

AMERICAN COAL CO.**GEORGE'S CREEK SEMI-BITUMINOUS COAL.**

THIS Company is prepared to contract for the sale of their coal, delivered on board vessels at the depots at Baltimore, Georgetown and Alexandria, on the most favorable terms. The coal is from the George's Creek basin, entirely free from slate, and for steamers, locomotives and foundries is unsurpassed and unequalled in quality by any coal brought to this market, except that coming from the same basin.

The Company will procure vessels at the lowest rates, when desired, without charge.

Orders for quantities less than a cargo, will be filled at the yard of RANDALL & MORRELL, Jersey City, adjoining the Cusard Wharf.

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RAILROAD SUPPLIES.

WILLIAMS & PAGE,

No. 44 Water, between Congress and Kilby Streets,
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Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,
(on hand or made at short notice.)

Wheels and Axles of all kinds,
LOWMOOR, AMES, BOWLING, AND NASHUA TIRES,
IRON AND STEEL,
Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chairs, Hose and Belting, Ash, Pine and other Tim-
ber, and ALL MATERIALS USED in Equipment and Repairs of
Railroads, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, PHILIP S. PAGE,
Late Sup't Boston & Me. R. R. Late Page, Alden & Co.

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Boston and Maine R. R. COOPER, HEWITT & Co., do.
Capt. WM. H. SWIFT, Boston. REEVES, BUCK & Co., Phila.
Geo. H. Kuhn, Esq., Boston. E. S. CHESBROUGH, Chicago.
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A. BRIDGES & CO.,

SUCCESSORS TO BRIDGES & BRO.,

WILL continue the Railroad and Car Furnishing business,
and deal in Locomotive and Hand Lanterns, Enamelled
Head Linings, Brass and Silver Trimmings, Cotton Duck for Car
Covers, Portable Forges and Jack Screws, Bolts, Nuts and
Washers, Ship and Bridge Bolts, and Iron Forgings of almost
every description, etc., etc., at the OLD STAND,
64 COURTLAND ST., NEW YORK.
Orders for the purchase of goods on commission, aside
from our regular business, respectfully solicited.

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RAILWAY AGENTS AND
COMMISSION MERCHANTS,
DEALERS IN FOREIGN AND AMERICAN
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HAVE FOR SALE ON COMMISSION
LOCOMOTIVE ENGINES,
PASSENGER AND FREIGHT CARS,
WROUGHT AND CAST IRON CHAIRS,
Spikes, Car Wheels, Axles, Tyres, etc.

F.W. Rhineland, James A. Boorman, Edwin A. Post.
RHINELANDER, BOORMAN & CO.,
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COMMISSION MERCHANTS,
SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
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DRAKE & CARTER,

49 Merchants' Exchange, Wall Street.


THE subscribers have formed a Co-Partnership under the
name of DRAKE & CARTER, for the purpose of con-
tinuing the business of Buying and Selling Stocks and Bonds,
Lending Money on Stocks and other Securities, making Col-
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The general partners of the concern will be JAMES M. DRAKE
and GALEN A. CARTER. EDWARD B. LITTLE Esq. has con-
tributed Fifty Thousand Dollars as special partner.
D. & C. will occupy the Office No. 49 MERCHANTS' EX-
CHANGE, (entrance on Wall St.)
JAMES M. DRAKE. GALEN A. CARTER.


GEO. M. FREEMAN,


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PRATT & FREEMAN,
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RAILWAY SUPPLY AGENCY,
No. 123 WALNUT STREET,
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Railroad Materials, Locomotive and Car Findings,
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MINERS' TOOLS, ETC.

WHITE COTTON WASTE. 
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
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RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
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LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
Superior Car Upholstery, etc. 

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 Orders solicited, promptly filled, and forwarded with
despatch and care at the manufacturers' lowest prices.

KETCHAM & WILLIAMS,

STOCK BROKERS,
No. 1 HANOVER STREET,
Near Wall, NEW YORK.
Stocks and Bonds bought and sold on Commission, and
Loans negotiated. 6m9

H. H. GOODMAN & CO.,

No. 7 WALL ST., NEW YORK,
Dealers in Railway, City, County, and State
BONDS,
RAILS, LOCOMOTIVES, &c.
We have on hand and for sale, of County Bonds—
Hardin County (Ky.), 6 per cts. Davidson City (Tenn.), 6 per cts.
Carter, Bath, and Montgom- Iowa County (Wis.), 6 per cts.
mery (Ky.), 6 per cents. Mineral Point do. do.
Also a variety of CITY, COUNTY, and RAILWAY
SECURITIES in smaller lots.
April 20th, 1866.

CINCINNATI.

HEWSON & HOLMES,

AUCTIONEERS AND STOCK BROKERS,
Have regular sales of Stocks, Bonds, and other Securities
EVERY
WEDNESDAY AND SATURDAY,
At 1 o'clock at the Merchant's Exchange,
AND IF REQUIRED,
SPECIAL SALES
ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.
Offices—Nos. 83 and 95 Walnut street.
Where they offer at private sale
A GREAT VARIETY OF
State, County, City and Railroad BONDS and STOCKS
NEGOTIATE
LOANS, NOTES, BILLS OF EXCHANGE,
AND COLLECT
DIVIDENDS, LEGACIES, DEBTS, &c.
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Stock Brokers and Railroad Agents,
NO. 83 WEST THIRD STREET,
CINCINNATI, OHIO.

Railroad Stocks, Bonds, &c., bought and sold on commission.
Regular sales at public auction at the MERCHANTS' EXCHANGE.

REMOVAL.

W. D. STARLING, Metal Broker and Rail Inspector,
from Lawrence Pountney Lane, to the Vestry House,
Lawrence, 1857.

Nathan Caswell,

No. 9 Nassau st., New York, Broker in Railroad Iron, refers
to Messrs. P. CHOUTEAU, JR., SANFORD & Co. 6m1

NEW ENGLAND RAILROAD AND STEAMBOAT SUPPLY AGENCY.

HOLT, BRIDGES & CO.,

NO. 5 WATER STREET,
BOSTON.

WILL supply all Material and Articles used in the Construc-
tion and Operating of Railroads at Manufacturers' prices.
Rails, Chairs, Spikes, Wheels, Axles and Tires of all kinds.
Iron and Steel of any Manufacture required.

BOILER TUBES AND FELTING,
BOLTS, NUTS & WASHERS,
LOCOMOTIVE, HAND AND SHIP LANTERNS,
Car Trimmings of all descriptions. Sperm, Whale,
Lard, Elephant and Cotton Seed Oils, etc.; Paints and Varnishes;
Steam and Water Gauges; Car and Switch Locks; Ventilators;
Bell Cords, Rubber Springs, Hose and Belting; Signal Bells,
Feather Dusters, Machinists' Tools, Gauge Cocks, Oil Cups, etc.

W. H. HOLT.
GEO. E. BRIDGES, late with BRIDGES & BRO., N. Y.
W. H. GILSON.

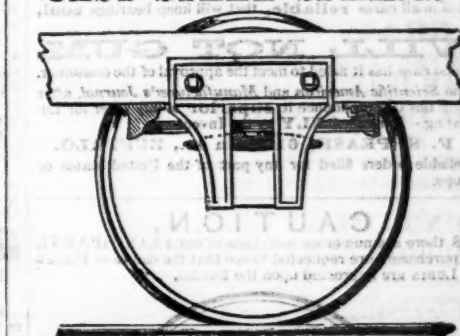
A. S. & A. G. WHITON,

72 PINE ST., NEW YORK,
DEALERS IN
RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.
MANUFACTURERS' AGENTS

FOR Seller's Iron Turn Tables, Dimpfle's Patent Blower,
Gardiner's Volute Car Springs and
RAILWAY SUPPLIES GENERALLY.

ALSO
NEGOTIATORS OF SECURITIES.

WATERMAN'S COMPOUND ELLIPTIC CAST STEEL SPRING.



FROG Points and Plates forged to pattern. Tires, Wheels,
Axles, Boiler Plates, Bar Iron, and Rubber goods on hand
and for sale by
GEO. W. BILLINGS,
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HAVE OPENED
A REGISTER
FOR THOSE DESIROUS OF LOANING OR
OBTAINING MONEY ON
STOCKS, BONDS, NOTES

AND OTHER
SECURITIES,
AND WILL GIVE THEIR SPECIAL ATTENTION
TO THE SALE OF
STOCKS, BONDS, ETC.,
AT PRIVATE SALE, AT THEIR OFFICE,
NO. 8 PINE STREET.

DUNCAN, SHERMAN & CO.,

BANKERS,
Corner Pine and Nassau Sts., NEW YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT,
For travelers, available in all the principal cities of the world.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc. 2m

DAVID DUNN,
MANUFACTURING JEWELLER,
ROOM 31 GILSEY BUILDING,
NO. 169 BROADWAY.
**FLAT AND ROUND BAND
BRACELETS,
GOLD AND SILVER
CANE AND WHIP MOUNTINGS,**
AND
ALL KINDS OF FINE JEWELRY
MANUFACTURED TO ORDER
WITH NEATNESS AND DISPATCH.

**NEW ENGLAND RAILROAD
MUTUAL FIRE INSURANCE CO.**

Office, No. 11 Railroad Exchange, Boston.

THIS Company, composed of Railroad Corporations, insures on the Mutual principle, against loss by Fire, BUILDINGS, BRIDGES, ROLLING STOCK, and other property in which the members have an insurable interest.

DIRECTORS:
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OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
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PRACTICAL TESTS, by Engineers and Machinists of
Thousands of Gallons, prove this Oil to be superior
for Burning, and TWENTY-FIVE per cent. more
durable than Sperrin Oil, for Lubricating, and the only Oil
that is in all cases reliable, that will keep bearings cool,
and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.
The Scientific American and Manufacturer's Journal, after
testing this Oil, pronounce it superior to any other for Lu-
bricating.—For sale ONLY by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.
Reliable orders filled for any part of the United States or
Europe.

CAUTION.
As there are numerous imitations of our FRANGIPANNI,
purchasers are requested to see that the names of **PIESSE**
and **LUBIN** are impressed upon the Bottles.



Sold by all Fashionable PERFUMERS and DRUGGISTS in the
World.
WHOLESALE AGENT FOR THE UNITED STATES:
Mr. JONAS PHILLIPS, 87 Pearl st., New York

RAILROADS AND STEAMBOATS.

FOR BOSTON AND PROVIDENCE via NEWPORT and
FALL RIVER.—The splendid and superior steamer
METROPOLIS Capt. Brown, leaves New York every
TUESDAY, THURSDAY and SATURDAY, at 5 o'clock
P.M., and the BAY STATE Capt. Jewett, on MONDAY,
WEDNESDAY and FRIDAY, at 5 o'clock P.M.; from Pier
No. 3, N.E., near the Battery; both touching at Newport
each way.

Hereafter no rooms will be regarded as secured to any ap-
plicant until the same shall have been paid for.
Freight to Boston is forwarded through with great dispatch
by an Express Freight Train.

WAL. BORDEN, Agent, Nos. 70 and 71 West st.

The REGULAR MAIL LINE

VIA STONINGTON, for BOSTON and PROVIDENCE
—Inland route—the shortest and most direct, carrying
the Eastern Mail.

The steamers **PLYMOUTH ROCK**, Capt. Joel Stone, and
COMMODORE, Capt. W. H. Frazee, in connection with the
STONINGTON & PROVIDENCE and BOSTON & PROVIDENCE
RAILROADS, leaving New York daily (Sundays
excepted) from Pier No. 2, North River, first wharf above
Battery Place, at 5 o'clock P.M., and Stonington, at 8 1/2 P.M.;
or on the arrival of the mail train which leaves Boston at
5.30 P.M.

The **COMMODORE**, from New York Monday, Wednesday
and Friday; from Stonington Tuesday, Thursday and Satur-
day.

The **PLYMOUTH ROCK**, from New York Tuesday,
Thursday and Saturday; from Stonington Monday, Wednes-
day and Friday.

Passengers proceed from Stonington per railroad to Provi-
dence and Boston in the Express Mail Train reaching said
places in advance of those by other routes, and in ample time
for all the early morning lines connecting North and East.
Passengers that prefer it remain on board the steamer, enjoy
a night's rest undisturbed, breakfast desired, and leave Ston-
ington in the 7 1/2 A.M. train for Providence.

A baggage master accompanies the steamer and train
through each way.

For passage, berths, state rooms or freight, apply on board
the steamer or at the Freight Office, Pier No. 2 North River,
or at the office No. 10 Battery Place.

**RAILROAD MAPS,
THE BEST "GUIDE" IN THE WORLD,
FOR SALE AT THIS OFFICE.**

Price of Pocket Edition, by mail, pre-paid. \$1.00
" Mounted on Rollers. 3.00
" " " Colored in Counties. 5.00

**RAILROADS.
NEW YORK & HARLEM RAILROAD.**

SPRING ARRANGEMENT,
Commencing Monday, May 10, 1858.

Trains leave depot, corner White and Centre sts., N. York,
at 9 1/2 A.M. for ALBANY, stopping at Williams Bridge and
all stations north. At 6 1/2 P.M., for WHITE PLAINS, stopping
at all intermediate stations.

Trains leave depot, corner 26th st. and 4th av., New York,
at 6 1/2, 10 1/2 A.M., 2 1/2 and 5 P.M. for WILLIAMS BRIDGE,
stopping at all intermediate stations. At 11 1/2 A.M., 4, and
6 1/2 P.M., for WHITE PLAINS, stopping at all intermediate sta-
tions. At 5 P.M. for DOVER PLAINS, stopping at Williams
Bridge and all stations north.

RETURNING—Trains leave Albany for New York, at 7 1/2 A.M.,
stopping at all stations north of, and at Williams Bridge.
W. J. CAMPBELL, Supt.

NEW YORK & NEW HAVEN R. R.

1858. SPRING ARRANGEMENT. 1858.
Commencing March 15, 1858.

Passenger station in New York, corner 27th st. and 4th av.;
entrance on 27th st.

TRAINS LEAVE NEW YORK
For New Haven, 7.20, 8.00 A.M. [ex.]; 12.45, 3.10 [ex.], and
4.20 P.M. For Bridgeport, 7.20, 8.00 A.M. [ex.], 12.45, 3.10
[ex.], and 4.20 P.M. For Milford, Stratford, Fairfield, South-
port and Westport, 7.20 A.M.; 12.45, 3.30, 4.20 P.M. For Norwalk,
7.20 A.M.; 12.45, 3.10 [ex.], 4.20, 5.25 P.M. For Darien and
Greenwich, 7.20 A.M.; 12.45, 3.30, 4.20, 5.25 P.M. For Stamford,
7.20, 8.00 [ex.], A.M.; 12.45, 3.10 [ex.], 3.30, 4.20, 5.25 P.M. For
Port Chester and intermediate stations, 7.20 A.M.; 12.45, 3.30,
4.20, 5.25, 6.30 P.M.

CONNECTING TRAINS.
For Boston, 8 A.M. [ex.], 3.10 P.M. [ex.]. For Hartford and
Springfield, 8 A.M. [ex.], 3.10 P.M. [ex.]. For Connecticut
River Railroad to Montreal, 8 A.M. [ex.], and 3.10 P.M. [ex.],
to Northampton. For Canal Railroad, 8 A.M. [ex.], and 12.45
P.M. For Housatonic Railroad, 8 A.M. For Naugatuck
Railroad, 8 A.M., and 3.00 P.M. For Danbury and Norwalk
Railroad, 7.20 A.M., 4.20 P.M.

JAMES H. HOYT, Supt.

NEW JERSEY RAILROAD.

For Philadelphia and the South and West,
VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A.M.,
and 4 and 6 P.M.; fare \$3; 11 and 4 go to Kensington.
Through Tickets sold for Cincinnati (\$17 and \$18.50) and the
West, and for Baltimore, Washington, Norfolk, etc., and
through baggage checked to Washington in 8 A.M. and 6 P.M.
trains.

W. WOODRUFF, Assistant Supt.
No baggage will be received for any train unless delivered
and checked fifteen minutes in advance of the time of leaving.

New York and Erie R. R.

On and after Monday, May 10, 1858, and until further notice

PASSENGER TRAINS
will leave Pier foot of Duane street,
as follows, viz:—

DUNKIRK EXPRESS, at 6 a. m. for Dunkirk and principal
intermediate stations.
MAIL TRAIN, at 8 a. m., for Dunkirk and Buffalo, and
intermediate stations.

ROCKLAND PASSENGER, at 3 p. m., from foot of Chamber
st., via Piermont, for Suffern's and intermediate stations.
WAY PASSENGER, at 4 p. m., for Newburgh, Middletown
and intermediate stations.

NIGHT EXPRESS, at 5 p. m. for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira,
Canandaigua and Niagara Falls Railroad, for Niagara Falls; at
Binghamton with the Syracuse and Binghamton Railroad, for
Syracuse; at Corning with Buffalo, Corning and New York
Railroad, for Rochester; at Great Bend with Delaware, Lacka-
wanna and Western Railroad, for Scranton; at Hornellsville
with the Buffalo and New York City Railroad, for Buffalo; at
Buffalo and Dunkirk with the Lake Shore Railroad or
Cleveland, Cincinnati, Toledo, Detroit Chicago, etc.

CHARLES MORAN, President.

HUDSON RIVER R. R.

FROM May 10th, 1858, Trains will leave Chambers street
station as follows: Express Trains, 6 A.M., and 5 P.M.;
Albany and Troy Passenger Train, 11 1/2 A.M. and 10 P.M.; or
Dobbs' Ferry, 6 1/2 A.M. and 4 P.M.; for Tarrytown, 7 P.M.; for
Sing Sing, 10 1/2 A.M. and 3 P.M.; for Poughkeepsie, 8 A.M., 1
P.M. and 3 1/2 P.M.; for Peekskill, 5 1/2 P.M. The Poughkeepsie,
Peekskill, Sing Sing, Tarrytown and Dobbs' Ferry Trains stop
at the Way stations. Passengers taken at Chambers, Canal,
Christopher and Thirty-first streets. Trains for New York
leave Troy, at 4 1/2 and 10 25 A.M., and 4 1/2 and 9 1/2 P.M.; and
Albany, at 4 1/2 and 10 55 A.M., and 4 05, 4 45 and 3 1/2 P.M.;
on Sundays, at 9 1/2 P.M.

A. F. SMITH, Supt.

**U. S. MAIL AND EXPRESS ROUTE
DIRECT FOR
Iowa, Kansas and Nebraska.**

CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM
CHICAGO TO AURORA, MENDOTA, PRINCETON,
GALESBURG, QUINCY, BURLINGTON, ANY PART
OF SOUTHERN OR CENTRAL IOWA, KANSAS
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of
South Water street, CHICAGO, daily as follows:—

9.45 A.M.—MORNING EXPRESS.—Connecting at Mendota with
Illinois Central Railroad, north for Amboy, Dixon,
Galena and Dunleith, south for La Salle, Bloomington,
Decatur, Springfield, Jacksonville, St. Louis,
Cairo, &c.; at Galesburg with Northern Cross R.R.
for Quincy, &c.; and at Burlington with Burlington
and Missouri River R.R., and with Packets for
points up and down the Mississippi river.

8.45 P.M.—EVENING EXPRESS.—Making same connections as
above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P.M.

BAGGAGE CHECKED THROUGH TO BUR-
LINGTON and QUINCY.

THROUGH TICKETS can be procured at all the principal
eastern railroad offices and in Chicago at the Depot and at the
Michigan Central R. R. office, corner of Lake and Dearborn
streets, opposite the Tremont House.

SAM'L POWELL, C. G. HAMMOND,
Gen. Ticket Agent. Gen. Supt.

**Philadelphia, Wilmington &
Baltimore Railroad.
UNITED STATES MAIL ROUTE TO THE
SOUTH AND WEST.**

Trains will leave the Southern and Western Station, corner of
Broad and Prime streets, Philadelphia, at 8.30 am. 12.45, 3 and
11 pm.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York	Wilmington	\$15 50
do	Norfolk	8 50
From Philadelphia to Wilmington		14 00
do	Norfolk	6 50
do	Petersburg	8 00
do	Richmond	8 00

FARE BY THROUGH TICKETS TO THE WEST.

From New York to Cincinnati	\$17 00	
do	Louisville	19 00
From New York to Indianapolis	19 00	
From Philadelphia to Cincinnati	16 00	
do	Louisville	18 00

An extra charge will be made for meals and state rooms on
board the boat.
GEORGE A. PARKER, Supt.